



**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
(ACTAC)**

MEETING NOTICE

Tuesday, October 4, 2011, 1:30 p.m.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Arthur L. Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

*Copies of individual Agenda Items are available on the
Alameda CTC's Website at: www.alamedactc.com*

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 CONSENT CALENDAR

A/I

3.1 Approval of the Minutes of September 8, 2011 – **Page 1**

3.2 Review CTC Meeting Summary *

3.3 Review Funding Opportunities

3.3.1 MTC P-TAP Round 13 Call For Projects – **Page 7**

3.3.2 Federal Railroad Administration Program for Capital Grants for Rail Line Relocation and Improvement Projects– **Page 9**

4.0 ACTION ITEMS

A/D/I

4.1 Approval of the Final List of Projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)*

- 4.2 Approval of STIP Award Deadline Time Extension Request for the County of Alameda's Grove Way Improvement Project – **Page 19**
- 4.3 Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for Alameda CTC's Webster Street Corridor Enhancements Project, TFCA Projects 08ALA01 and 09ALA01 – **Page 25**
- 4.4 Approval of TFCA Program Expenditure Deadline Extension Request for AC Transit's Easy Pass Project, TFCA Project 09ALA07– **Page 29**

5.0 NON-ACTION ITEMS

D/I

- 5.1 Review of Draft Conformity Findings: Congestion Management Program (CMP) 2011 – **Page 33**
- 5.2 Review of First Draft Countywide Transportation Plan (CWTP) and Discussion of Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 37**
- 5.3 Review of Countywide Annual Bicycle and Pedestrian Count Program and Draft 2010 Trends Report – **Page 61**
- 5.4 Review State Transportation Improvement (STIP) Program Timely Use of Funds Monitoring Report – **Page 91**
- 5.5 Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report*
- 5.6 Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report – **Page 97**
- 5.7 Review Transportation for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report – **Page 99**
- 5.8 Review Transportation Investment Generating Economic Recovery (TIGER)-III Discretionary Grant Program*

6.0 LEGISLATIVE PROGRAM UPDATE

- 6.1 Review Legislative Program Update*

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 OTHER/ADJOURNMENT

NEXT MEETING: November 1, 2011.

Location: ACTIA Office, 1333 Broadway, Suite 300, Oakland, CA 94612.

Key: A – Action Item; I – Information Item; D - Discussion Item
* – Material will be available at the meeting

(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*



Alameda County Technical Advisory Committee (ACTAC)

Member Agency Roster **Fiscal Year 2010/11**

Chair, ACTC

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
ACE
AC Transit
BAAQMD
BART
Caltrans
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking: City Center Garage – Underground Parking, (Parking entrances located on 11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF SEPTEMBER 8, 2011

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

Gary Wolff of Stopwaste.org invited ACTAC to attend a Workshop and Dinner regarding The Metabolism of Organics and Nutrients on Thursday, October 6, 2011 from 4:00 to 8:00pm at the San Leandro Library.

3.0 CONSENT CALENDAR

- 3.1 Approval of the Minutes of July 5, 2011
- 3.2 Review CTC Meeting Summary
- 3.3 Review Local Streets and Roads Working Group (LSRWG) Meeting Summary
- 3.4 Review Funding Opportunities
- 3.5 Review Federal Inactive Project List: June 2011 Quarterly Review
- 3.6 Comment Letter to BCDC Regarding Recommendation for Bay Plan Amendment Concerning Climate Change

A motion was made by Frascinella (Hayward) to approve the consent calendar; Khan (Alameda) made a second. The motion passed unanimously.

4.0 ACTION ITEMS

4.1 Approval of Draft 2011 Congestion Management Program Report

Suthanthira requested ACTAC to recommend that the Commission approve the Draft 2011 Congestion Management Program (CMP) report which will be forwarded to MTC upon approval to meet their due date of October 14, 2011. Suthanthira provided a Power Point Presentation to provide an overview of the Draft 2011 CMP. A motion was made by Vinn (Livermore) to approve the Draft Congestion Management Program Report; Rosevear (Caltrans) made a second. The motion passed unanimously.

4.2 Approval of the Draft List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)

Todd requested ACTAC to recommend that the Commission approve the draft list of projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP). Todd reviewed the Draft List of Projects with the ACTAC Committee. A motion was made by Odumade (Fremont) to approve the Draft List of Projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP); Khan (Alameda) made a second. The motion passed unanimously.

4.3 Approval of Transportation Fund for Clean Air (TFCA) Final Program for the FY 2011/12 Remaining Balance

Taylor requested ACTAC to recommend the Commission approve the final program for the FY 2011/2012 TFCA remaining unprogrammed balance of \$623,354. A motion was made by Frascinella (Hayward) to approve the Transportation Fund for Clean Air (TFCA) Final Program for the FY 2011/2012 Remaining Balance; Khan (Alameda) made a second. The motion passed unanimously.

4.4 Approval of Alameda County's Safe Routes to School Draft Program for Capital Projects Element

Bhat requested ACTAC to recommend the Commission approve a revised strategy to deliver the Alameda County's Safe Routes to School Capital Project Element. The revised strategy includes the re-evaluation of the capital project proposals and the implementation plan of the Technical Assistance Program (TAP) based on options available as a result of a proposed exchange of the federal funds. A motion was made by Odumade (Fremont) to approve the Alameda County's State Routes to School Draft Program for Capital Projects Element; Keener (Alameda County) made a second. The motion passed unanimously.

5.0 NON-ACTION ITEMS

5.1 Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information

Walukas provided information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). This item was presented for information only.

5.2 Review of Draft Conformity Findings: Congestion Management Program (CMP) 2011
Poeton requested ACTAC to review the Draft Conformity Findings status with the Congestion Management Program (CMP). This item was presented for information only.

5.3 Review of Proposed Policies for Master Funding Agreements for Measure B and Vehicle Registration Fee funds

Lengyel requested ACTAC to recommend the Commission review and provide input on the proposed policy framework for the development of the new Master Funding Agreements as the vehicle document for distributing funds from the current Measure B Pass-Through Programs and the new Vehicle Registration Fee (VRF) Programs. A recommendation was made by Vinn (Livermore) to add language on Policy 4 to include "program or identify funds at the local level". This item was presented for information only.

5.4 Review FY 2012/13 Transportation Fund for Clean Air (TFCA) Program Draft Fund Estimate

Taylor requested ACTAC to review the draft Fund Estimate (FE) for the fiscal year (FY 2012/13 TFCA Program. ACTAC was informed that the FY 2012/13 call for projects is scheduled to be released in late December 2011 or early January 2012 and a final draft FE will be release at that time. This item was presented for information only.

5.5 Review of Draft Comment Letter to the Metropolitan Transportation Commission on the Proposed OneBayArea Program

Lengyel requested ACTAC to review the draft letter key points to MTC on the proposed OneBayArea Grant Program as well as approval to be a signatory to a Bay Area Congestion Management Agencies' joint letter to MTC. This item was presented for information only.

5.6 Review Project Initiation Document (PID) Status Report

Bhat informed ACTAC that resources under the FY 2011/12 State Budget, allocated to Caltrans for performing local PID work on the State Highway System (SHS) were eliminated and as a result, Caltrans can only review and approve local PID work on the SHS by charging local agencies for the services it renders. This item was presented for information only.

6.0 LEGISLATIVE PROGRAM UPDATE

6.1 Review Legislative Program Update

Lengyel provided a brief update on several Legislation items. This item was presented for information only.

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 OTHER/ADJOURNMENT

NEXT MEETING: November 8, 2011.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300,
Oakland, CA 94612.

Attest by:



Claudia D. Leyva, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
SEPTEMBER 8, 2011
ROSTER OF MEETING ATTENDANCE
ACTC OFFICE, 3rd FLOOR, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	ACTC	(510) 208-7400	Cleyva@alamedactc.org
2.	Saravana Suthanthira	ACTC	(510) 208-7400	Ssuthanthira@alamedactc.org
3.	Keith Cooke	San Leandro	510-577-3439	Kcooke@sanleandro.org
4.	Matthias London	ACT Trust	510-891-4772	mlondon@acttrust.org
5.	Bruce Williams	Oakland	510-238-7229	bwilliams@oaklandnet.com
6.	Matt Nichols	Berkeley	510-981-7068	mnichols@cityofberkeley.info
7.	Michael Tanner	BART	510.464.6433	mtanner@bart.gov
8.	FAROOZ AZIM	UNION CITY	(510) 675-5368	FAzim@unionscity.org
9.	Tom Ruark	Union City	(510) 675-5301	TRUARK@unionscity.org
10.	Paul Keener	Alameda County	(510) 670-6452	paulk@acpwa.org
11.	Obaid Khan	Alameda	510 747 7938	OKHAN@ci.Alameda.CA.US
12.	Bob Vinn	Livermore	925 960 8116	bovinn@ci.livermore.ca.us

13. Don Juscelle Hayward 510-583-4781 don.juscelle@hayward-ca.gov
14. Zach Rehm Piedmont 510 420 3050 zrehm@ci.piedmont.ca.us
15. BOB ROSEVEAR CALTRANS 510.286.5544 ROBERT-ROSEVEAR@DOT.CA.GOV
16. Jaimee Bourgeois Dublin 925.833.6634 jaimie.bourgeois@dublin.ca.gov
17. Mark Feldkamp, Piedmont 510-420-3064 mfeldkamp@ci.piedmont.ca.us
18. Kunle Odumade, City of Fremont 510.494.4746 kodumade@fremont.gov
19. Diane Stark Alameda CTC 510 208 7400 dstark@alamedactc.org
20. Laurel Poeton Alameda CTC " " 7415 lpoeton@alamedactc.org
21. JACKI TAYLOR ALAMEDA CTC 510 208 7413 JTAYLOR@ALAMEDACTC.ORG
22. VIVEK BHAT ALAMEDA CTC 510 208 7430 vbhat@alamedactc.org
23. Robelle Wheeler Consultant to Alameda CTC 510-208-7410 rwheeler@alamedactc.org
24. Celia Chung Alameda CTC 510.208.7455 cchung@alamedactc.org
25. Gary Wolff StopWaste 891 6500 gwolff@stopwaste.org
26. Stewart Ng Alameda CTC 510-208-7437 stewartng@alamedactc.org
27. Matt Todd " " 7420 mtodd@ " "
28. ARTHUR DAO " " 510 208 7400 adao@alamedactc.org
29. Tess Lengyel Alameda CTC 510.208.7428 tlengyel@alamedactc.org
30. Bob Walukas Alameda CTC 510-208-7405 bwalukas@alamedactc.org

31. JOHN HEMIUP ACTC 510-208-7414 jhemilup@damedactc.org

32. SOREN FAJEAN ACTC 510-578-4286 soren.fajeau@nevada.org

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

September 9, 2011

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Cities and Counties
San Francisco Bay Area

RE: Pavement Management Technical Assistance Program (P-TAP) Round 13

Dear Public Works Directors of the San Francisco Bay Area:

MTC is soliciting projects for the Pavement Management Technical Assistance Program (P-TAP) Round 13. Applications are due **Friday, October 7, 2011 by 4:00 p.m.** MTC expects to formally confirm finalists on December 14, 2011, contingent upon Administration Committee approval. Additional copies of this application may be printed from the MTC website at www.mtcpsms.org.

All eligible Bay Area cities and counties are encouraged to apply. This includes jurisdictions that previously applied for P-TAP funds but were not selected and past P-TAP recipients that may need additional funds to implement, maintain or update specific components of their pavement management program (PMP). Jurisdictions that did not submit the Local Streets and Roads Revenue Survey would not be eligible to receive grant funding.

P-TAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintaining a PMP, primarily the MTC StreetSaver® software. The program's success has enabled P-TAP to expand assistance to all Bay Area cities and counties. MTC has programmed over \$9.1 million in regional Surface Transportation Program (STP) funds during the last twelve rounds of P-TAP. In total, MTC has funded about 470 projects and assisted all Bay Area jurisdictions with their pavement needs.

Jurisdictions applying for a P-TAP grant will have the option of selecting from the following types of projects: 1) Pavement Management Systems (PMS) projects, and 2) roadway design projects including the development of Plans, Specifications, and Estimates (PS&E). MTC may consider other projects related to pavement management pending availability of funds.

Through P-TAP, MTC retained qualified consulting firms to provide assistance to Bay Area jurisdictions for eligible pavement projects. MTC will select the most appropriate firm to assign to each selected jurisdiction based on special areas of the firm's expertise, the jurisdiction's previous experience with the firm, the jurisdiction's preference, and the firm's geographic proximity or familiarity with the jurisdiction. MTC does not guarantee that jurisdictions will be assigned their preferred firm. Jurisdictions are expected to work directly with P-TAP consultants to complete the projects. Attachment A outlines the jurisdiction's and consultant's responsibilities for their P-TAP project.

Projects will be selected on the basis of the scoring criteria that staff presented to the San Francisco Bay Area Partnership Technical Advisory Committee (PTAC) on September 21, 2009 and as updated with the Local Streets and Roads Working Group on September 8, 2011 (Attachment B). This includes scores for the type of project; the number of centerline miles in a jurisdiction; when a jurisdiction last received a P-TAP grant; and certification status. Jurisdictions that did not submit their Local Streets and Roads Revenue Survey are not eligible to receive P-TAP grant funds.

For Round 13, approximately \$1.5 million in federal funds is expected to be available for programming. Jurisdictions will also be awarded up to two years subscription to StreetSaver® On-line. The minimum grant amount awarded will be \$10,000 with a maximum cap of \$60,000 awarded per jurisdiction. The project amount awarded will include both the MTC's STP contribution as well as a local contribution of 20%. The local contribution includes the local match of 11.47%; the remaining 8.53% pays for the StreetSaver® subscription referenced above.

You can determine your jurisdiction's maximum eligible award amount by multiplying \$300 by the number of centerline miles in your jurisdiction. For example, if a jurisdiction has 50 centerline miles of road, then the maximum amount of project funding would be \$15,000 (the local contribution will be 20% of \$15,000, which is \$3,000).

The actual award amount for individual jurisdictions will depend on the number of eligible applications received. The local contribution requirement of 20% of the grant sum needs to be paid to MTC by the local jurisdiction prior to the start of the project, and **no later than February 15, 2012**. Failure to submit local contribution by the February 15 deadline will result in the loss of funding for the project, and removal from the P-TAP round. MTC staff will then select an alternate project for participation in this round. All P-TAP 13 projects will be implemented in Fiscal Year 2011-12, and need to be completed by April 30, 2013. MTC will directly reimburse consultants working on P-TAP projects. Project sponsors are responsible for project costs exceeding the P-TAP grant amount. All grants are subject to availability of funds allocated for P-TAP by MTC. If your jurisdiction would like to participate in P-TAP, please complete the attached application form and email it to:

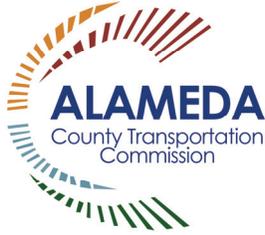
Amy Burch: aburch@mtc.ca.gov
Sui Tan: stan@mtc.ca.gov

Signed application forms are due on **October 7, 2011 by 4:00 p.m** Please send the files electronically in Microsoft Excel, as well as a signed copy as a PDF. For additional information contact Amy Burch, Project Manager, at (510) 817-5735 or Sui Tan at (510) 817-5844.

Sincerely,



Alix Bockelman
Director, Programming and Allocations



Memorandum

DATE: September 28, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

RE: Federal Railroad Administration Program for Capital Grants for Rail Line Relocation and Improvement Projects

Information:

The Federal Railroad Administration has announced the availability of approximately \$11,588,085 in funding through the Capital Grants for Rail Line Relocation and Improvement Projects.

The application deadline is October 19, 2011 by 5:00 p.m. EDT.

For further information regarding the grant notice and the grants program, please contact John Winkle via e-mail at John.Winkle@dot.gov, or by mail: U.S. Department of Transportation, Federal Railroad Administration, 1200 New Jersey Avenue, SE., Room W38-311, Washington, DC 20590 *Attention:* John Winkle.

Attachment: Federal Register Grant Notice

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of a proposed manufacturing license agreement for the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the transfer of defense articles, to include technical data, and defense services, to Spain for the collaboration on new designs, design improvements, design modifications, detailed engineering review, consultation, analysis of operation, and other engineering efforts related to the design of sporting guns and rifles and associated components and spare parts, for delivery to and end-use by a firearms manufacturer in Spain.

The United States Government is prepared to license the export of these items having taken into account political, military, economic, human rights and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the United States firm concerned.

Sincerely,
Joseph E. Macmanus,
Acting Assistant Secretary, Legislative Affairs.

June 24, 2011 (Transmittal Number DDTC 11-055)

The Honorable John A. Boehner,
Speaker of the House of
Representatives.

Dear Mr. Speaker: Pursuant to Section 36(d) of the Arms Export Control Act, I am transmitting, herewith, certification of a proposed manufacturing license agreement for the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the transfer of defense articles, to include technical data, and defense services, to Japan for the manufacture and assembly of parts and components for the Strapdown Inertial System and the HDC301 Computer, for delivery to and end-use by the Japan Ministry of Defense.

The United States Government is prepared to license the export of these items having taken into account political, military, economic, human rights and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the United States firm concerned.

Sincerely,
Joseph E. Macmanus,
Acting Assistant Secretary, Legislative Affairs.

June 24, 2011 (Transmittal Number DDTC 11-061)

The Honorable John A. Boehner,
Speaker of the House of
Representatives.

Dear Mr. Speaker: Pursuant to Section 36(c) of the Arms Export Control Act, I am transmitting, herewith, certification of a proposed agreement for the export of defense articles or defense services sold commercially under contract in the amount of \$50,000,000 or more.

The transaction described in the attached certification involves the transfer of defense articles, including technical data, and defense services to support Proton Rocket Launch Vehicle integration and launch of the EchoStar 16 commercial communications satellite for the United States.

The United States Government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the United States firm concerned.

Sincerely,
Joseph E. Macmanus,
Acting Assistant Secretary, Legislative Affairs.

Dated: July 22, 2011.

Robert S. Kovac,
Managing Director, Directorate of Defense Trade Controls, Department of State.

[FR Doc. 2011-24113 Filed 9-19-11; 8:45 am]

BILLING CODE 4710-25-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Program for Capital Grants for Rail Line Relocation and Improvement Projects

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of funding availability.

SUMMARY: This notice details the application requirements and procedures for obtaining funding for eligible rail line relocation and improvement projects. The

opportunities described in this notice are available under Catalog of Federal Domestic Assistance (CFDA) number 20.320.

Notice to Applicants: FRA recommends applicants read this notice in its entirety prior to preparing application materials. There are several administrative prerequisites that applicants must comply with in order to submit an application (see Section 4 of this notice). Additionally, applicants should note that the required Project Narrative/Statement of Work component of the application package may not exceed 35 pages in length. Failure to adhere to this page limitation may result in the application being removed from consideration for award.

DATES: Applications for funding under this solicitation are due no later than 5 p.m. E.D.T., October 19, 2011, and must be submitted via *Grants.gov*. See Section 4 for additional information regarding the application process. FRA reserves the right to modify this deadline.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice and the grants program, please contact John Winkle via e-mail at *John.Winkle@dot.gov*, or by mail: U.S. Department of Transportation, Federal Railroad Administration, 1200 New Jersey Avenue, SE., Room W38-311, Washington, DC 20590 *Attention:* John Winkle.

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- Appendix 1: Administrative and National Policy Requirements
Appendix 2: Additional Information on Award Administrations and Grant Conditions
Appendix 3: Additional Information on Applicant Budgets

Section 1: Funding Opportunity Description

1.1 Authority

The purpose of this notice is to solicit applications for eligible rail line relocation and improvement projects. To assist State and local governments in mitigating the adverse effects created by the presence of rail infrastructure, Congress, in the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, August 10, 2005, codified at 49 U.S.C. 20154) authorized the Program for Capital Grants for Rail Line Relocation and Improvement Projects

(Program). SAFETEA-LU also directed FRA to promulgate a regulation to establish the Program. That final rule was published on July 11, 2008 and can be found at 73 FR 39875 (49 CFR part 262). SAFETEA-LU expired at the end of FY 2009 and has since been authorized by a series of short-term extensions. The most recent extension was the Surface Transportation Extension Act of 2011 (Pub. L. 112-5, 125 Stat. 14, March 4, 2011).

1.2 Funding Approach

At least \$11,588,085 is available for awards under this solicitation, including \$10,532,000 provided under the FY 2011 Department of Defense and Full-Year Continuing Appropriations Act (Pub. L. 112-10, April 15, 2011) and \$1,056,085 remaining from a previous competition for funding provided under the FY 2010 Consolidated Appropriations Act (Pub. L. 111-117, December 16, 2009). Additional funding may be available at the time of award, including savings that result from previously awarded projects that are completed under budget, funds withdrawn from previously awarded projects that are not proceeding satisfactorily, or other sources.

Section 2: Award Information

This will be the third round of competitive funding under the Program. In September 2009, FRA announced the selection of seven projects to receive a total of \$14,315,300. In September 2011, FRA announced the selection of eight projects to receive \$19,446,415. As with these previous competitions, FRA anticipates making multiple awards from the \$11,588,085 available. As such, FRA expects applicants to tailor their applications and proposed project scopes accordingly. There are no minimum or maximum dollar thresholds for awards, and FRA may choose to award a grant for less than the amount requested in the application. The funding provided under these grants will be made available to grantees on a reimbursement basis.

Section 3: Eligibility Information

Applications for rail line relocation and improvement projects will be required to meet minimum requirements related to applicant eligibility, project eligibility, and the fulfillment of other prerequisites. To the extent that an application's substance exceeds the minimum eligibility requirements described below, such qualifications will be considered in evaluating the merits of an application (see Section 5 for selection criteria).

3.1 Eligible Applicants

Only States, political subdivisions of States, and the District of Columbia are eligible for grants under the Program (see 49 CFR 262.3 and 262.7). FRA considers political subdivisions of States to be entities such as cities, counties, townships, boroughs, and villages. If an applicant is not one of these traditional political subdivisions, then the applicant must prove to FRA's satisfaction that, *under the applicable State law*, the applicant is a political subdivision of the State.

In making this determination, FRA will look primarily to the intent of the State legislature when creating the entity. Thus, FRA will likely find persuasive enabling legislation establishing the entity if the legislation states clearly that the entity is a political subdivision of the State. Similarly, FRA will also consider State appellate court opinions where the court finds that the entity is a political subdivision of the State. Opinions from the State Attorney General also may be used to bolster the above authorities. If nothing conclusively states that the entity is a political subdivision of the State, FRA will review all submitted information and attempt to determine eligibility. *FRA wants to emphasize that the burden of establishing eligibility is on the applicant and all information supporting an applicant's position that it is eligible should be submitted along with the application.* If applicant eligibility is a potential issue, the applicant is encouraged to contact FRA before submitting an application and FRA will make an eligibility determination.

3.2 Cost Sharing and Matching

In accordance with SAFETEA-LU, an approved applicant, or other non-Federal party, must pay at least 10 percent of the costs of any project funded by a grant awarded through the Program. Applicants must specify the non-Federal match amount in their application. Applicants should indicate whether funding made available through grants provided under this Program, together with committed funding from other sources, including the required non-Federal match, will be sufficient to complete the overall project or a discrete portion of the project.

An applicant's contribution toward the cost of its proposed project may be in the form of cash or permitted in-kind contributions (see 49 CFR 262.13). As part of its application, an applicant offering an in-kind contribution must provide a documented estimate of the monetary value of any such contribution

and its eligibility under 49 CFR 262.13. All in-kind contributions must be allowable, reasonable, allocable, and in accordance with applicable Office of Management and Budget (OMB) cost principles, and must not represent double-counting of costs otherwise accounted for in an indirect cost rate pursuant to which the applicant will seek reimbursement.

3.3 Eligible Projects

In accordance with SAFETEA-LU, eligible projects are construction projects undertaken for the improvement of the route or structure of a rail line that either: (1) Are carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development; or (2) involve a lateral or vertical relocation of any portion of the rail line (see 49 CFR 262.7).

Eligible construction projects are defined in 49 CFR 262.3 as locating, surveying, and mapping; track and related structure installation, restoration, and rehabilitation; acquisition of rights-of-way; relocation assistance, acquisition of replacement housing sites, and acquisition and rehabilitation, relocation, and construction of replacement housing; and elimination of obstacles and relocation of utilities. Pre-construction activities, such as preliminary engineering, design, and costs associated with project-level compliance with the National Environmental Policy Act (NEPA), are considered part of the overall construction project (49 CFR 262.3(6)) and are also eligible for funding. Because section 9002 of SAFETEA-LU directs that only construction costs are eligible costs, *activities such as planning studies and feasibility analyses are not eligible for funding.*

FRA wants to emphasize that in order for the project to be eligible, *the rail line must be the element that is moved or improved.* Grade separation projects that involve raising or lowering the road, for example, are not eligible. Similarly, quiet zones and stand-alone grade crossing improvement projects are not eligible. Station improvement projects where there is little or no related track work are also not eligible. As explained in the Final Rule, if station or grade crossing improvements are part of an otherwise eligible rail line relocation or improvement project, then the costs associated with the grade crossing or station work *may be eligible* (see 73 FR 39879). However, the majority of the proposed project scope must involve relocating or improving a rail line.

If an applicant is undertaking a larger project that would be eligible, but is applying to FRA for funding for a small portion that is not eligible (e.g., an applicant is undertaking a large rail improvement involving upgrading grade crossing equipment and applies to FRA for funds to cover the grade crossing improvements), the fact that the larger project would be eligible does not mean that FRA can fund the smaller, ineligible project.

Finally, if an applicant is applying for an improvement project, FRA emphasizes that, in accordance with SAFETEA-LU, *the project must mitigate the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development*. Projects that construct new rail infrastructure solely for the purposes of promoting or attracting economic development are not eligible, as they do not mitigate the adverse effects of rail traffic. Relocation projects are not subject to this requirement. If project eligibility is a potential issue, applicants are encouraged to contact FRA before submitting an application and FRA will make an eligibility determination.

Section 4: Application and Submission Information

4.1 Application Procedures

4.1.1 Applying Online

All applications must be submitted through *Grants.gov* by 5 p.m. E.D.T. on October 19, 2011. Applicants are strongly encouraged to apply early to ensure that all materials are received before this deadline.

To apply for funding through *Grants.gov*, applicants must be properly registered. Complete instructions on how to register and submit an application can be found at *Grants.gov*.

Registering with *Grants.gov* is a one-time process; however, it can take up to several weeks for first-time registrants to receive confirmation and a user password. FRA recommends that applicants start the registration process as early as possible to prevent delays that may preclude submitting an application package by the application deadline. Applications will not be accepted after the due date. Delayed registration is not an acceptable justification for an application extension.

In order to apply for funding under this announcement and to apply for funding through *Grants.gov*, all applicants are required to complete the following:

1. *Acquire a DUNS Number*. A Data Universal Numbering System (DUNS) number is required for *Grants.gov* registration. The Office of Management and Budget requires that all businesses and nonprofit applicants for Federal funds include a DUNS number in their applications for a new award or renewal of an existing award. A DUNS number is a unique nine-digit sequence recognized as the universal standard for identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub recipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity. Applicants may obtain a DUNS number by calling 1-866-705-5711 or by applying online at <http://www.dnb.com/us>.

2. *Acquire or Renew Registration With the Central Contractor Registration (CCR) Database*. All applicants for Federal financial assistance must maintain current registrations in the Central Contractor Registration (CCR) database. An applicant must be registered in the CCR to successfully register in *Grants.gov*. The CCR database is the repository for standard information about Federal financial assistance applicants, recipients, and sub recipients. Organizations that have previously submitted applications via *Grants.gov* are already registered with CCR, as it is a requirement for *Grants.gov* registration. Please note, however, that applicants must update or renew their CCR registration at least once per year to maintain an active status, so it is critical to check registration status well in advance of the application deadline. Information about CCR registration procedures can be accessed at <http://www.ccr.gov>.

3. *Acquire an Authorized Organization Representative (AOR) and a Grants.gov Username and Password*. Applicants must complete an AOR profile on *Grants.gov* and create a username and password. Applicants must use the organization's DUNS number to complete this step. Additional information about the registration process is available at http://www.Grants.gov/applicants/get_registered.jsp.

4. *Acquire Authorization for Your AOR From the E-Business Point of Contact (E-Biz POC)*. The Applicant's E-Biz POC must log in to *Grants.gov* to confirm a representative as an AOR. Please note that there can be more than one AOR at an organization.

5. *Search for the Funding Opportunity on Grants.gov*. The Catalog of Federal Domestic Assistance (CFDA) number for this opportunity is 20.320. It is titled "Rail Line Relocation and Improvement."

6. *Submit an Application Addressing All of the Requirements Outlined in This Funding Availability Announcement*. Within 24 to 48 hours after submitting an electronic application, an applicant should receive an email validation message from *Grants.gov*. The validation message will explain whether the application has been received and validated or rejected, with an explanation. Applicants are urged to submit an application at least 72 hours prior to the due date of the application to allow time to receive the validation message and to correct any problems that may have caused a rejection notification.

If you experience difficulties at any point during this process, please call the *Grants.gov* Customer Center Hotline at 1-800-518-4726, 24 hours a day, 7 days a week (closed on Federal holidays).

Note: Please use generally accepted formats such as .pdf, .doc, .docx, .xls, .xlsx and .ppt, when uploading attachments. While applicants may imbed picture files, such as .jpg, .gif, and .bmp, in document files, please do not submit attachments in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

4.1.2 Address To Request/Submit Application Package

To request a hard copy of the application package, please contact John Winkle, Office of Railroad Policy and Development (RPD-11), Federal Railroad Administration, 1200 New Jersey Avenue, SE., Room W38-311, Washington, DC 20590. *Phone:* (202) 493-6360; *Fax:* (202) 493-6333; *E-mail:* John.Winkle@DOT.gov.

4.2 Content of Application

Required documents for the application package are outlined in the checklist below. Applications for construction activities or eligible pre-construction activities (preliminary engineering, design, project-level NEPA compliance) require the submission of different OMB Standard Forms. If an application is requesting funding for both pre-construction and construction activities, submit only the forms required for construction projects. Further information on the requirements for completing the Project Narrative/ Statement of Work and Detailed Budget are provided in Sections 4.2.1 and 4.2.2, respectively.

Documents	Project type	
	Construction	PE/design/NEPA
FRA Forms		
<input type="checkbox"/> Project Narrative/Statement of Work (see 4.2.1)	✓	✓
<input type="checkbox"/> Detailed Budget (see 4.2.2)	✓	✓
<input type="checkbox"/> FRA's Additional Assurance and Certifications (available at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf)	✓	✓
OMB Standard Forms		
<input type="checkbox"/> Application for Federal Assistance	✓	✓
<input type="checkbox"/> SF 424A: Budget Information-Non Construction	✓
<input type="checkbox"/> SF 424B: Assurances-Non Construction	✓
<input type="checkbox"/> SF 424C: Budget Information-Construction	✓
<input type="checkbox"/> SF 424D: Assurances-Construction	✓
<input type="checkbox"/> SF LLL: Disclosure of Lobbying Activities	✓	✓

Applicants must complete and submit all components of the application package; failure to do so may result in the application being removed from consideration for award. FRA welcomes the submission of other relevant supporting documentation that may have been developed by the applicant (planning, NEPA, engineering and design documentation, etc.), and encourages the applicant to submit such supporting documentation as an attachment to the application via *Grants.gov*. For any required or supporting application materials that an applicant is unable to submit via *Grants.gov* (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to the address listed under Section 4.1.2. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are advised to use other means of conveyance (such as courier service) to assure timely receipt of materials.

4.2.1 Project Narrative/Statement of Work

The following points describe the minimum content which will be required in the Project Narrative/Statement of Work elements of grant applications. These requirements must be satisfied through a narrative statement submitted by the applicant, and may be supported by spreadsheet documents, tables, drawings, and other materials, as appropriate. FRA recommends that applicants read this section carefully and submit all required information. *If an application does not address each of these requirements to FRA's satisfaction, the application may be considered incomplete and removed from consideration for award.* Each

Project Narrative/Statement of Work must:

1. Designate a point of contact for the applicant and provide his or her name and contact information, including phone number, mailing address and e-mail address. The point of contact must be an employee of an eligible applicant (i.e., a State employee, or an employee of a political subdivision of a State, or an employee of the District of Columbia).
2. Indicate the amount of Federal funding requested from the Program, proposed non-Federal match, and total project cost. Additionally, identify any other sources of Federal funds committed to the project, as well as any pending Federal requests. Finally, specify whether Federal funding has ever previously been sought for the project and not secured, and name the Federal program and fiscal year from which the funding was requested.
3. Explain how the applicant is an eligible applicant. For a full discussion of how an applicant can meet this burden, see Section 3.1 Eligible Applicants, above.
4. Include a detailed project description with an explanation of how the project is an eligible project. For a full discussion of how an applicant can meet this burden, see Section 3.3 Eligible Projects, above.
5. Include a thorough discussion of how the project meets all of the selection criteria. Applicants should note that FRA evaluates applications based upon the selection criteria. If an application does not sufficiently address the selection criteria, FRA will have little or no basis on which to evaluate the application; thus, it will likely not be a competitive application. The selection criteria are described in detail in Section 5.2, below.
6. Provide a detailed scope of work for the proposed project and include the

anticipated project schedule. Describe the proposed project's physical location (as applicable), and include any drawings, plans, or schematics that have been prepared relating to the proposed project. If the funding from the Program is only going to be a component of the overall funding for the project, describe the complete project and specify which component will involve FRA funding. Applications should include feasibility determinations and cost estimates, if completed. FRA will more favorably consider applications that include these types of studies, as they demonstrate that an applicant has a definite understanding of the scope and cost of the project. In submitting applications, applicants should be mindful that the Program, as created by Congress and, as further described in the Final Rule, is focused upon construction projects (see 49 CFR 262.3 and 262.7). If FRA approves a project for funding, allowable costs (i.e., costs that can qualify for reimbursement from Federal funds or as part of the required non-Federal match) will have to directly support project construction. Section 262.3 identifies the types of activities that are associated with "construction" and thus are potentially allowable. In terms of project development, FRA will consider as potentially allowable any costs associated with the preparation of architectural and engineering plans, project cost estimates, and project-specific construction-related costs (including costs associated with securing environmental clearance as described in § 262.15 of the Final Rule). As discussed above under Section 3.3 Eligible Projects, FRA will not consider any costs associated with planning studies and similar analyses as allowable costs. For approved projects, FRA may also consider reimbursement of eligible construction-related

expenditures incurred after the enactment of the FY 2011 Department of Defense and Full-Year Continuing Appropriations Act (April 15, 2011). However, such costs will be considered for reimbursement only to the extent that they are otherwise allowable under the applicable cost principles. To the extent such pre-award costs are incurred prior to the date of submission of an application, the application must show in detail what costs have been incurred in order for such costs to be considered for reimbursement. Projects for which construction activities commenced prior to receipt of an FRA environmental determination under NEPA will not be eligible for funding.

7. Describe proposed project implementation and project management arrangements. Include descriptions of expected arrangements for project contracting, contract oversight, change-order management, risk management, and conformance to Federal requirements for project progress reporting.

8. Describe the anticipated public and private benefits associated with the proposed project and the applicant's assessment of how those benefits outweigh the costs of the proposed project (see 49 CFR 262.11(b)). Identify any financial contributions or commitments the applicant has secured from private entities that are expected to benefit from the project. Although FRA will weigh all of the selection criteria, potential applicants should be aware that FRA is seeking the maximum public benefit from these limited funds. Moreover, in directing FRA to establish the Program, Congress instructed FRA to consider the feasibility of seeking financial contributions or commitments from private entities involved with projects in proportion to the expected benefits that would accrue to those entities. As FRA explained in the preamble to the Final Rule, however, FRA will apply all the selection criteria and will not disfavor one application over another because of the amount requested.

9. Describe anticipated environmental or historic preservation impacts associated with the proposed project, any environmental or historic preservation analyses that have been prepared, and progress toward completing any environmental documentation or clearance required for the proposed project under the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), section 4(f) of the DOT Act, the Clean Water Act, or other applicable Federal or State laws. Refer to 49 CFR 262.15 for further guidance.

Generally, grant recipients may not expend any of the funds provided in an award on construction or other activities that represent an irretrievable commitment of resources to a particular course of action affecting the environment until after all environmental and historic preservation analyses required by the NEPA, the NHPA (16 U.S.C. 470(f)), and related laws and regulations have been completed and FRA has provided the grant recipient with a written notice authorizing them to proceed.

In instances where NEPA approval has not been secured at the time of grant award, grant recipients are required to assist FRA in its compliance with the provisions of NEPA, the Council on Environmental Quality's regulations implementing NEPA (40 CFR part 1500 *et seq.*), FRA's "Procedures for Considering Environmental Impacts" (45 FR 40854, June 16, 1980, as revised May 26, 1999, 64 FR 28545), Section 106 of the NHPA, and related environmental and historic preservation statutes and regulations. As a condition of receiving financial assistance under an award, grant recipients may be required to conduct certain environmental analyses and to prepare and submit to FRA draft documents required under NEPA, NHPA, and related statutes and regulations.

No publicly-owned land from a park, recreational area, or wildlife or waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials shall be used by grant recipients without the prior written concurrence of FRA. Grant recipients shall assist FRA in complying with these requirements of 49 U.S.C. 303(c).

Applicants are advised to consult with the FRA's Office of Railroad Policy and Development before initiating any NEPA, NHPA or Section 4(f) environmental or historic preservation reviews.

10. Format: Excluding spreadsheets, drawings, and tables, the Project Narrative/Statement of Work for grant applications may not exceed 35 pages in length. Failure to adhere to this page limitation may result in the application being removed from consideration for award. With the exclusion of oversized engineering drawings (which may be submitted in hard copy to the FRA at the address above), all application materials should be submitted as attachments through *Grants.gov*. Spreadsheets consisting of budget or financial information should be

submitted via *Grants.gov* as Microsoft Excel (or compatible) documents.

4.4.2 Detailed Budget

Applicants must present a detailed budget for the proposed project that includes both Federal funds and matching funds. Items of cost included in the budget must be reasonable, allocable and necessary for the project.

For a construction project, at a minimum, the budget should separate total cost of the project into the following categories, if applicable: (1) Administrative and legal expenses; (2) Land, structures, rights-of-way, and appraisals; (3) Relocation expenses and payments; (4) Architectural and engineering fees; (5) Project inspection fees; (6) Site work; (7) Demolition and removal; (8) Construction labor, supervision, management, and materials, by type (*e.g.* ties, rail, signals, switches); (9) Equipment; (10) Miscellaneous; and (11) Contingencies.

For a non-construction project (*i.e.* a project involving only eligible pre-construction activities such as preliminary engineering, design, project-level NEPA compliance), at a minimum, the budget should separate total cost of the project into the following categories, if applicable: (1) Personnel; (2) Fringe Benefits; (3) Travel; (4) Equipment; (5) Supplies; (6) Consultants/Contracts; (7) Other; and (8) Indirect Costs.

See Appendix 3 of this solicitation for more information on project budgets.

4.3 Submission Dates and Times

Complete applications must be submitted to *Grants.gov* (as specified in Section 4.1) no later than 5 p.m. E.D.T., October 19, 2011. *Grants.gov* will send the applicant an automated email confirming receipt of the application. Supporting documentation that cannot be submitted electronically may be sent by courier service with a waybill receipt stamped no later than 5 p.m. E.D.T., October 19, 2011. FRA will email the applicant to confirm receipt of supporting documentation sent by courier service.

Subject to demonstration of unanticipated extenuating circumstances, FRA may, but is not obligated to, consider application materials submitted after the deadlines prescribed above.

FRA reserves the right to contact applicants with any concerns, questions, or comments related to applications.

4.4 Intergovernmental Review

Executive Order 12372 requires applicants from State and local units of

government or other organizations providing services within a State to submit a copy of the application to the State Single Point of Contact (SPOC), if one exists, and if this program has been selected for review by the State. Applicants must contact their State SPOC to determine if the program has been selected for State review. Executive Order 12372 can be referenced at <http://www.fws.gov/policy/library/rgeo12372.pdf>. The names and addresses of the SPOCs are listed on OMB's home page available at <http://www.whitehouse.gov/omb/grants/spoc.html>.

Section 5: Application Review Information

5.1 Application Review and Selection Process

Applications will proceed through a three-part review process:

1. Screening for completeness and eligibility;
2. Evaluation of eligible applications by technical panels applying the selection criteria; and
3. Project selection by the FRA Administrator.

Each application will first be screened for completeness (containing all required documentation outlined in Section 4.2) and eligibility (requirements outlined in Section 3). Eligible and complete applications will then be evaluated by technical panels consisting of subject-matter experts against the selection criteria (outlined in Section 5.2). The ratings assigned by the technical panels will not in themselves constitute the final award determination. In accordance with 49 CFR 262.9(f), the FRA Administrator may take into account other factors determined to be relevant to achieving the goals of the Program when making final award decisions.

5.2 Selection Criteria

FRA will consider the following selection factors in evaluating applications for grants under this program (see 49 CFR 262.9):

1. The capability of the applicant to fund the project without Federal grant funding;
2. The effects of the rail line, relocated or improved as proposed, on motor vehicle and pedestrian traffic, safety, community quality of life, and area commerce;
3. The effects of the rail line, relocated or improved as proposed, on the freight rail and passenger rail operations on the line;
4. Equitable treatment of the various regions of the United States;

5. Any other factors FRA determines to be relevant in assessing the effectiveness and/or efficiency of the grant application, including the cost-effectiveness of the proposed project in terms of benefits achieved in relation to the funds expended. In the preamble to the Final Rule, FRA provided an extensive, but not exhaustive, list of possible data items that could be used to support a cost-effectiveness determination. That list can be found at 73 FR 39875.

Section 6: Award Administration Information

6.1 Award Notices

Applications selected for funding will be announced after the application review period. FRA will contact applicants with successful applications after announcement with information and instructions about the award process. Notification of a selected application is not an authorization to begin proposed project activities.

The period of performance for this grant program is dependent on the project. However, any unobligated funds will be deobligated at the end of the 90 day close-out period, provided for in Appendix 2.4. Extensions to the period of performance will be considered only through written requests to FRA with specific and compelling justifications why an extension is required.

6.2 Administrative and National Policy Requirements

The grantee and any subgrantee shall comply with all applicable laws and regulations. For a non-exclusive list of regulations commonly applicable to FRA grants refer to Appendix 1.

6.3 General Requirements

Grant recipients must comply with reporting requirements. All post-award information pertaining to reporting, auditing, monitoring, and the close-out process is detailed in Appendix 2.

Section 7: Agency Contact

For further information regarding this notice and the grants program, please contact John Winkle via e-mail at John.Winkle@dot.gov, or by mail: U.S. Department of Transportation, Federal Railroad Administration, 1200 New Jersey Avenue, SE., Room W38-311, Washington, DC 20590 Attention: John Winkle.

Appendix 1: Administrative and National Policy Requirements

Appendix 1.1 Standard Financial and Program Administration Requirements

Grant recipients must follow all standard financial and program administration requirements, including:

Administrative Requirements

- 49 CFR part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- 49 CFR part 19, Uniform Administrative Requirements for Grants and Cooperative Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations (OMB Circular A-110).

Cost Principles

- 2 CFR part 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A-87).
- 2 CFR part 220, Cost Principles for Educational Institutions (OMB Circular A-21).
- 2 CFR part 230, Cost Principles for Non-Profit Organizations (OMB A-122).
- Federal Acquisition Regulations (FAR), part 31.2 Contract Cost Principles and Procedures, Contracts with Commercial Organizations.

Audit Requirements

- OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

Appendix 1.2 Administrative and National Policy Requirements

Grant recipients must follow all administrative and national policy requirements including: procurement standards, compliance with Federal civil rights laws and regulations, disadvantaged business enterprises (DBE), debarment and suspension, drug-free workplace, FRA's and OMB's Assurances and Certifications, Americans with Disabilities Act (ADA), environmental protection, National Environmental Policy Act (NEPA), and environmental justice.

Appendix 1.3 Freedom of Information Act (FOIA)

As a Federal agency, FRA is subject to the Freedom of Information Act (FOIA) (5 U.S.C. 552), which generally provides that any person has a right, enforceable in court, to obtain access to Federal agency records, except to the extent that such records (or portions of them) are protected from public disclosure by one of nine exemptions or by one of three special law enforcement record exclusions. Grant applications and related materials submitted by applicants pursuant to this guidance will become agency records, and thus are subject to the FOIA and to public release through individual FOIA requests. FRA also recognizes that certain information submitted in support of an application for funding in accordance with this guidance could be exempt from public release under FOIA as a result of the application of one of the FOIA exemptions,

most particularly Exemption 4, which protects trade secrets and commercial or financial information obtained from a person that is privileged or confidential (5 U.S.C. 552(b)(4)). In the context of this grant program, commercial or financial information obtained from a person could be confidential if disclosure is likely to cause substantial harm to the competitive position of the person from whom the information was obtained (see *National Parks & Conservation Association v. Morton*, 498 F.2d 765, 770 (D.C. Cir. 1974)). Entities seeking exempt treatment must provide a detailed statement supporting and justifying the request and should follow FRA's existing procedures for requesting confidential treatment in the railroad safety context found at 49 CFR 209.11. As noted in the Department's FOIA implementing regulation (49 CFR part 7), the burden is on the entity requesting confidential treatment to identify all information for which exempt treatment is sought and to persuade the agency that the information should not be disclosed (see 49 CFR 7.17). The final decision as to whether the information meets the standards of Exemption 4 rests with FRA.

Appendix 2: Additional Information on Award Administration and Grant Conditions

Appendix 2.1 Reporting Requirements

Reporting requirements must be met throughout the life of the grant (additional detail will be included in the award package provided to selected applicants).

- **Progress Reports**—Progress reports are to be submitted quarterly. These reports must relate the state of completion of items in the Statement of Work to expenditures of the relevant budget elements. The grant recipient must furnish the quarterly progress report to the FRA on or before the 30th calendar day of the month following the end of the quarter being reported. Grantees must submit reports for the periods: January 1– March 31, April 1–June 30, July 1–September 30, and October 1–December 31. Each quarterly report must set forth concise statements concerning activities relevant to the project, and should include, but not be limited to, the following: (a) An account of significant progress (findings, events, trends, *etc.*) made during the reporting period; (b) a description of any technical and/or cost problem(s) encountered or anticipated that will affect completion of the grant within the time and fiscal constraints as set forth in the agreement, together with recommended solutions or corrective action plans (with dates) to such problems, or identification of specific action that is required by the FRA, or a statement that no problems were encountered; and (c) an outline of work and activities planned for the next reporting period.

- **Quarterly Federal Financial Report (SF-425)**—The Grantee must submit a quarterly Federal financial report electronically in FRA's web-based grant management system, GrantSolutions, on or before the thirtieth (30th) calendar day of the month following the end of the quarter being reported (*e.g.*, for quarter ending March 31, the SF-425 is due no later than April 30). A report must be

submitted for every quarter of the period of performance, including partial calendar quarters, as well as for periods where no grant activity occurs. The Grantee must use SF-425, Federal Financial Report, in accordance with the instructions accompanying the form, to report all transactions, including Federal cash, Federal expenditures and unobligated balance, recipient share, and program income.

- **Interim Report(s)**—If required, interim reports will be due at intervals specified in the Statement of Work and must be submitted to FRA.
- **Final Report(s)**—Within 90 days of the Project completion date or termination by FRA, the Grantee must submit a Summary Project Report in the GrantSolutions system. This report should detail the results and benefits of the Grantee's improvement efforts.
- **Reports, Presentations and Other Deliverables**—Whether for technical examination, administrative review, or publication, all submittals shall be of a professional quality and suitable for their intended purpose. Due dates for submittals shall be based on the specified intervals or days from the effective date of the agreement.

Appendix 2.2 Audit Requirements

Grant recipients that expend \$500,000 or more of Federal funds during their fiscal year, combined from all sources, are required to submit an organization-wide financial and compliance audit report. The audit must be performed in accordance with U.S. General Accountability Office, Government Auditing Standards, located at <http://www.gao.gov/govaud/ybk01.htm>, and OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, located at <http://www.whitehouse.gov/omb/circulars/a133/a133.html>. Currently, audit reports must be submitted to the Federal Audit Clearinghouse no later than nine months after the end of the recipient's fiscal year. In addition, FRA and the Comptroller General of the United States must have access to any books, documents, and records of grant recipients for audit and examination purposes. The grant recipient will also give FRA or the Comptroller, through any authorized representative, access to, and the right to examine all records, books, papers or documents related to the grant. Grant recipients must require that sub-grantees comply with the audit requirements set forth in OMB Circular A-133. Grant recipients are responsible for ensuring that sub-recipient audit reports are received and for resolving any audit findings.

Appendix 2.3 Monitoring Requirements

Grant recipients will be monitored periodically by FRA to ensure that the project goals, objectives, performance requirements, timelines, milestones, budgets, and other related program criteria are being met. FRA may conduct monitoring activities through a combination of office-based reviews and onsite monitoring visits. Monitoring will involve the review and analysis of the financial, programmatic, and administrative issues relative to each program and will identify areas where technical assistance and

other support may be needed. The recipient is responsible for monitoring award activities, including sub-awards and sub-grantees, to provide reasonable assurance that the award is being administered in compliance with Federal requirements. Financial monitoring responsibilities include the accounting of recipients and expenditures, cash management, maintaining of adequate financial records, and refunding expenditures disallowed by audits.

Appendix 2.4 Closeout Process

Project closeout occurs when all required project work and all administrative procedures described in 49 CFR section 262.19, as applicable, have been completed, and when FRA notifies the grant recipient and forwards the final Federal assistance payment, or when FRA acknowledges the grant recipient's remittance of the proper refund. Project closeout should not invalidate any continuing obligations imposed on the Grantee by an award or by the FRA's final notification or acknowledgment. Within 90 days of the Project completion date or termination by FRA, grantees agree to submit a final Federal Financial Report (SF-425), a certification or summary of project expenses, a final report, and third party audit reports, as applicable.

Appendix 3: Additional Information on Applicant Budgets

The information contained in this appendix is intended to assist applicants with developing the SOW budget and OMB Standard Forms 424A: Budget Information—Non-Construction Programs and 424C: Budget Information—Construction Programs, as described in Section 4.2.

Appendix 3.1 Non-Construction Project Budgets

Applicants must present a detailed budget for the proposed project that includes both Federal funds and matching funds. Items of cost included in the budget must be reasonable, allocable, and necessary for the project. At a minimum, the budget should separate total cost of the project into the following categories and provide a basis of computation for each cost:

- **Personnel:** List each position by title and name of employee, if available, and show the annual salary rate and the percentage of time to be devoted to the project. Compensation paid for employees engaged in grant activities must be consistent with that paid for similar work within the applicant organization.
- **Fringe Benefits:** Fringe benefits should be based on actual known costs or an established formula. Fringe benefits are for personnel listed in the "Personnel" budget category and only for the percentage of time devoted to the project.
- **Travel:** Itemize travel expenses of project personnel by purpose (training, interviews, and meetings). Show the basis of computation (*e.g.*, X people to Y-day training at \$A airfare, \$B lodging, \$C subsistence).
- **Equipment:** List non-expendable items that are to be purchased. Nonexpendable equipment is tangible property having a

useful life of more than two years and an acquisition cost of \$5,000 or more per unit. (Note: Organization's own capitalization policy may be used for items costing less than \$5,000.) Expendable items should be included either in the "Supplies" category or in the "Other" category. Applicants should analyze the cost benefits of purchasing versus leasing equipment, especially high cost items and those subject to rapid technical advances. Rented or leased equipment should be listed in the "Contractual" category. Explain how the equipment is necessary for the success of the project. Attach a narrative describing the procurement method to be used.

- **Supplies:** List items by type (office supplies, postage, training materials, copying paper, and expendable equipment items costing less than \$5,000) and show the basis for computation. (Note: Organization's own capitalization policy may be used for items costing less than \$5,000). Generally, supplies include any materials that are expendable or consumed during the course of the project.

- **Consultants/Contracts:** Indicate whether applicant's written procurement policy (see 49 CFR 18.36) or the Federal Acquisition Regulations (FAR) are followed. *Consultant Fees:* For each consultant enter the name, if known, service to be provided, hourly or daily fee (8-hour day), and the estimated time on the project. *Consultant Expenses:* List all expenses to be paid from the grant to the individual consultants in addition to their fees (travel, meals, and lodging). *Contracts:* Provide a description of the product or service to be procured by contract and an estimate of the cost. Applicants are encouraged to promote free and open competition in awarding contracts. A separate justification must be provided for sole source contracts in excess of \$100,000.

- **Other:** List items (rent, reproduction, telephone, janitorial or security services) by major type and the basis of the computation. For example, provide the square footage and the cost per square foot for rent, or provide the monthly rental cost and how many months to rent.

- **Indirect Costs:** Indirect costs are allowed only if the applicant has a Federally-approved indirect cost rate. A copy of the rate approval (a fully executed, negotiated agreement) must be attached. If the applicant does not have an approved rate, one can be requested by contacting the applicant's cognizant Federal agency, which will review all documentation and approve a rate for the applicant organization.

Appendix 3.2 Construction Project Budgets

Applicants must present a detailed budget for the proposed project that includes both Federal funds and matching funds. Items of cost included in the budget must be reasonable, allocable, and necessary for the project. At a minimum, the budget should separate total cost of the project into the following categories and provide a basis of computation for each cost:

- **Administrative and Legal Expenses:** List the estimated amounts needed to cover administrative expenses. Do not include costs which are related to the normal

functions of government. Allowable legal costs are generally only those associated with the purchases of land which is allowable for Federal participation and certain services in support of construction of the project. This may include:

- Hours/Rate and total cost of local government staff.
- Hours/Rate and total cost of outside counsel fees.
- Hours/Rate and total cost of consultants.
- Land, structures, rights-of-way, appraisals, and related items: List the estimate site and right(s)-of-way acquisition costs (this includes purchase, lease, and/or easements). If possible, include details of number of acres, acre cost, square-footage, and square footage cost.

- Relocation expenses and payments: List the estimated costs relation to relocation advisory assistance, replacement of housing, relocation payments to displaces persons and businesses, etc. This may include:
 - The gross salaries and wages of employees for the grantee who will be directly engaged in performing demolition or removal of structures from developed land.

- Architectural and engineering fees: List the estimated basic engineering fees related to construction (this includes start-up services and preparation of project performance work plan).

- Other architectural and engineering fees: List the estimated engineering costs, such as surveys, tests, soil borings, etc.

- Project inspection fees: List the estimated engineering inspection costs. This may include:

- Rate of project inspector.
- Construction monitoring.
- Audit or construction programs.
- Site Work: List the estimated costs of site preparation and restoration which are not included in the basic construction contract.

This may include:

- Clearing.
- Erosion control.
- Re seeding.

- Demolition and removal: List the estimated costs related to demolition activities.

- Construction: List the estimated cost of the construction contract. This may include costs for:

- Labor costs, e.g., associated with site preparation and installation of grade crossings, highway warning signs, etc.

- Equipment rental/purchase, e.g., an excavator or bulldozer

- Materials, e.g., Rail anchors, retaining walls, etc.

- Equipment: List the estimated cost of office, shop, laboratory, safety equipment, etc. to be used at the facility, if such costs are not included in the construction contract.

- Miscellaneous: List the estimated miscellaneous costs.

- Contingencies: List the estimated contingency costs.

Issued in Washington, DC, on September 14, 2011.

Joseph C. Szabo,
Administrator.

[FR Doc. 2011-24125 Filed 9-19-11; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2011-0129]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under the procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before November 21, 2011.

ADDRESSES: You may submit comments identified by DOT Docket ID Number NHTSA-2011-0129 using any of the following methods:

Electronic submissions: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Mail: Docket Management Facility, M-30, U.S. Department of Transportation, West Building, Ground Floor, 1200 New Jersey Ave., SE., Room W12-140, Washington, DC, 20590.

Hand Delivery: West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: 1-202-493-2251.

Instructions: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without changes to <http://www.regulations.gov> including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Eric Traube, Contracting Officer's Technical Representative, Office of Human-Vehicle Performance Research (NVS-331), National Highway Traffic Safety Administration, 1200 New Jersey Ave, SE., Washington, DC 20590. Mr. Traube's phone number is 202-366-5597. His e-mail address is etraube@dot.gov.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995,



Memorandum

DATE: September 20, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of STIP Award Deadline Time Extension Request for the County of Alameda's Grove Way Improvement Project**

Recommendation

It is recommended the Commission approve the request for time extension to the November 11, 2011 award deadline for the County of Alameda Grove Way Improvements Project.

Discussion

The County requests a six (6) month time extension to the award deadline from November 11, 2011 to May 11, 2012 for the \$1,150,000 of STIP-TE allocated on May 11, 2011 for the Construction phase of the project.

The timely use of funds provisions enacted by SB 45 are intended to encourage local and regional agencies to accurately program, monitor and deliver STIP projects in a timely manner. Per the STIP Guidelines, the CTC may grant a one-time extension to each of the allocation, expenditure, award, and completion deadlines only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

The reason an extension to the award deadline is requested is to provide time to address unexpected complexities related to the relocation of utility poles. At the time of allocation in May 2011, it was expected that the utility relocation, for which design was underway, would be completed in time for the STIP-funded contract to be awarded without utility conflict within the 6-month timeframe stipulated in the STIP Guidelines.

Since the time of allocation, the utility owner responsible for the relocation, i.e. PG&E, informed the County that a number of trees will need to be removed to accommodate the proposed relocation of the utility poles. The necessary adjustment to the project schedule has resulted in a delay to the award of the project that is estimated to be four months, but given the risks associated with any additional details related to the utility relocation, a 6-month extension to the award deadline from November 11, 2011 to May 11, 2012 is being requested.

The contract award task presents challenges to the monitoring of the STIP projects due to the short time frame to complete (6 months), the long lead time for CTC agendas, and that the CTC does not meet every month. In order to have the California Transportation Commission (CTC) consider this

extension request prior to November 11, 2011, the County has submitted the extension request to be placed on the October 26, 2011 CTC agenda. The next CTC meeting is scheduled in December. The result is the Alameda CTC and CTC will be concurrently considering the extension request in October.

Attachments

Attachment A - STIP Time Extension Request



**COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY**

399 Elmhurst Street • Hayward, CA 94544-1307
(510) 670-5480

**REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS**

To: Mr. Val Chauhan
District Local Assistance Engineer
Caltrans, Office of Local
P.O. Box 23660
Oakland, CA 94623-0660

Date : September 8, 2011

Project ID: 0400021022
Grove Way Sidewalk Improvement
Cherryland, Alameda County
Assembly District: 18
Senate District: 10

Dear Mr. Chauhan:

We request that the California Transportation Commission (CTC) approve a request for a 6 month extension to award this project.

A. Project description:

This project is located along Grove Way between Meekland Avenue and Haviland Avenue in the vicinity of Western Boulevard in the Cherryland area of Unincorporated Alameda County. This project will install curb, gutter, sidewalk, landscaping, and drainage improvements.

B. Project element for which extension requested: (check appropriate box)

Allocation* Expenditure Award Completion
(contract acceptance)

C. Phase (component) of project: (check appropriate box or boxes)

Environmental Studies & Permits Plans, Specs. & Estimate Right of Way Construction

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
May 12, 2011	\$1,150,000	November 12, 2011	6 months	May 11, 2012

E. Reason for project delay

The project delay is due primary to unexpected complexities related to the relocation of utility poles.

At the time of allocation in May 2011, it was expected that the utility relocation, for which design was underway, would be completed in time for the STIP-funded contract to be awarded without utility conflict within the 6-month timeframe stipulated in the STIP Guidelines.

The original schedule assumed the utility relocation would be substantially completed by September 2011, and that advertisement would occur during the August/September 2011 timeframe. Since the time of allocation, the utility owner responsible for the relocation, i.e. PG&E, has informed us that a number of trees will need to be removed to accommodate the proposed relocation of the utility poles. The proposal to remove the trees, in turn, has created the need to revisit the visual impacts of the overall project, including the utility relocation, and the need to disclose information to adjacent property owners.

The necessary adjustment to the schedule to accommodate the need to revisit the project impacts due to the unforeseen circumstances related to the utility relocation and tree removal requires the advertisement to be moved back to the January/February 2012 timeframe. The resultant delay to the award of the project is estimated to be four months, but given the risks associated with any additional details related to the utility relocation, we are requesting a 6-month extension to the award deadline from November 11, 2011 to May 11, 2012.

Milestone	Original (Planned) Date	Revised Date	Cumulative Delay
Allocation	May 2011	May 2011	0 months
PG&E Pole Relocation Design	May 2011	August 2011	3 months
Community Meeting	N/A	October – December 2011	4 months
PG&E Pole Relocation Const.	August 2011	December 2011	4 months
Advertisement	September 2011	January 2012	4 months
Award	November 2011	March 2012 (allow two contingency months for potential protests)	6 months

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Exempt Project Determination, September 4, 2008

NEPA – Categorical Exemption/Exclusion, June 17, 2009

2) Right of Way Certification:

Right of Way Certification 1 – August 17, 2011

3) Construction:

Project will be awarded by May 11, 2012.

G. Timely Use of Funds

We request that the CTC approve this request at the October 26/27, 2011 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to Ruben Izon at (510) 670-5827.

Signature: [Signature] Title: Supervising Civil Engineer Date: 9/9/11

Agency/Commission: _____

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature: [Signature] Title: Assoc Planner Date: 9/9/2011

Agency/CTC NTC

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature _____ Title: _____ Date: _____

Distribution: (1) Original -DLAE (2) Copy- Division of Local Assistance, STIP Coordinator
(3) Copy - RTPA/County Transportation Commission

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Memorandum

DATE: September 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for Alameda CTC's Webster Street Corridor Enhancements Project, TFCA Projects 08ALA01 and 09ALA01**

Recommendations:

It is recommended the Commission approve a one-year extension to the expenditure deadline to December 22, 2012 for the Alameda CTC Webster St. Corridor Enhancements project, TFCA project numbers 08ALA01 and 09ALA01.

Summary:

It is requested that the expenditure deadline for TFCA projects 08ALA01 and 09ALA01 be extended one year. The Air District allows TFCA county program managers to approve up to two one-year extensions per project number. This will be the first one-year extension for TFCA project 09ALA01 and the second for 08ALA01. A third extension request would require written approval from the Air District.

Background:

The CMA programmed \$420,000 and \$400,000 of TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 and 2009/10 TFCA Programs, respectively. The project will implement transit signal prioritization (TSP) along the Webster Corridor and includes the installation of items such as preemption system equipment, cabinet and controller upgrades, pedestrian push buttons, vehicle detection, communications system and the integration into the SMART Corridors program.

In the attached extension request letter, the coordination of federal funding into the project and obtaining the required NEPA environmental clearance is cited as the reason for the schedule delay. Currently, construction is scheduled to start January 2012 and be completed September 2012.

An approval of this request would extend the expenditure deadline for 08ALA01 from December 22, 2011 to December 22, 2012 and for 09ALA01 from January 13, 2012 to December 22, 2012. TFCA program managers are allowed to approve up to two one-year extensions per project. This is the

second extension request for project 08ALA01, and the first extension request for 09ALA01. A third extension request would require written approval from the Air District.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Projects 08ALA01 and 09ALA01



September 20, 2011

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

**RE: Request for a 12-month extension to the Expenditure Deadline for TFCA
Project Numbers 08ALA01 and 09ALA01- Webster Street Corridor
Enhancement Project**

Dear Mr. Todd;

It is requested that a 12-month extension to the expenditure deadline be granted for TFCA project number 08ALA01 and 09ALA01, Webster Street Corridor Enhancement Project to December 22, 2012.

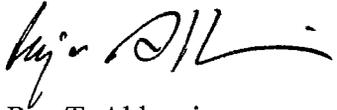
Project Information and Status:

The scope of the combined projects is to implement an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes; enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland. The project includes implementation of an Emergency Vehicle Preemption (EVP) system to improve emergency response time for police and fire departments, implementation of a Transit Signal Priority (TSP) system to promote transit use and implementation of an Advanced Traveler Information System (ATIS) to inform public of the street, freeway and tunnel conditions in real-time. Part of the funding plan for this project was Federal Earmark. E-76 was approved on September 12, 2011. This approval cleared the way to advertise the contract for construction. The anticipated schedule for the start of construction is January 2012 with the completion and closeout in September 2012.

Reason for Project Delay:

The introduction of federal funds to this project added another layer to approve the project at the federal level. Obtaining the National Environmental Protection Act (NEPA) approval of the environmental document required additional studies to meet the NEPA requirements. The NEPA approval is deemed necessary to obtain the federal funding. The process added almost a year to the project schedule.

Should you require further details or have any questions, please contact me at
510-208-7424.

A handwritten signature in black ink, appearing to read "Ray T. Akkawi". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ray T. Akkawi
Manager of Project Delivery

Cc: Jacki Taylor, Alameda CTC



Memorandum

DATE: September 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

SUBJECT: **Approval of TFCA Program Expenditure Deadline Extension Request for AC Transit's Easy Pass Project, TFCA Project 09ALA07**

Recommendations:

It is recommended the Commission approve AC Transit's request for a one-year extension to the expenditure deadline from January 13, 2012 to January 13, 2013, for the AC Transit Easy Pass Program, TFCA project number 09ALA07.

Summary:

The Sponsor is requesting the expenditure deadline for TFCA project 09ALA07 be extended one year. The Air District allows TFCA county program managers to approve up to two one-year extensions per project. This will be the first one-year extension for 09ALA07. A third extension request would require written approval from the Air District.

Background:

The CMA programmed \$350,000 of TFCA funding to the Easy Pass Program through the 2009/10 TFCA Program. Easy Pass is a transit incentive program that provides discount transit passes for eligible, enrolled clients. The TFCA funds were granted to expand the program. In the attached extension request letter (Attachment A) the project sponsor cites staffing shortages as the main reason for the delay in program implementation. Attachment B is the current Easy Pass client list, which includes the number of participants.

An approval of this request would extend the expenditure deadline for 09ALA07 from January 13, 2012 to January 13, 2013. TFCA program managers are allowed to approve up to two one-year extensions per project. This is the first extension request for 09ALA07. A third extension request would require written approval from the Air District.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Project 09ALA07

Attachment B – Easy Pass Client List



Alameda-Contra Costa Transit District

September 19, 2011

Mr. Matt Todd
 Manager of Programming
 Alameda County Transportation Commission
 1333 Broadway, Suite 220
 Oakland, CA 94612

Re: AC Transit Easy Pass Transit Incentive Program Extension Request (09ALA07)

Dear Matt:

We are requesting that Alameda County Transportation Commission approve an extension for a portion of the TFCA funding for AC Transit’s EasyPass Transit Incentive Program (09ALA07). The current expenditure deadline is January 13, 2012. We would like to request a one-year extension until January 13, 2013. This project is fully funded by TFCA grant of \$350,000 with no additional funding sources.

The project delay was largely due to staff reductions. A total of three EasyPass staff layoffs in the last two years slowed the sales prospecting and marketing efforts we had anticipated completing earlier in the project. Currently the project is approximately 50% complete, and by January 2012 we are anticipating 60% completion, thus leaving several milestones unfinished. Please refer to the attachment for the list of Easy Pass clients along with certain details about their program.

The table below lists unfinished milestones with revised due dates.

Milestone	Current Due Date	Revised Due Date
Implement and analyze final surveys	October 2011	January 2013 (on-going)
Solicit & secure new clients	July 2011	January 2013 (on-going)
Implement marketing activities	July 2011	January 2013 (on-going)
Project completion	January 2012	January 2013
Final report and monitoring requirements	March 2012	March 2013

In order to accelerate the project delivery we plan to launch a major prospecting advertising and direct mail campaign in October 2011 and focus on increasing boardings of existing and new participants by implementing marketing activities.

Please feel free to contact me with additional questions or comments at 510.891.4859 or kmiller@actransit.org.

Sincerely,

Kate Miller
 Manager,
 Capital Development, Legislation & Grants

Enclosures

AC Transit EasyPass Program Client List

Program Name	Program Type	City	Approximate Eligible Participants	Approximate Active Passes	Current Program Start Date	Agreement Term
UC Berkeley Class Pass	College	Berkeley	34,237	31,062 (6/11)	8/15/06 Original program began 1999	7 years
City of Berkeley EasyPass	Employer	Berkeley	1,313	1,308 (6/11)	1/1/11 Original program began 2001	2 years
UC Berkeley EasyPass	Employer	Berkeley	11,574	1,181 (6/11)	7/1/09 Original program began 2004	2 years
City of Alameda EasyPass*	Employer	Alameda	517	340 (6/11)	5/1/10 Original program began 2009	1 year
Mills College EasyPass	College	Oakland	1,510	1,506 (6/11)	8/18/10 Original program began 2009	1 year
Peralta Community Colleges EasyPass	College	Alameda, Berkeley, Oakland	13,000	9,113 (6/11)	8/20/09	7 years
Ironhorse at Central Station EasyPass	Residential	Oakland	100	80 (6/11)	1/1/10	2 years
Fourth & U EasyPass	Residential	Berkeley	171	90 (6/11)	4/15/10	3 years

* The City of Alameda's program ended June 30, 2011



Memorandum

DATE: September 19, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Laurel Poeton, Assistant Transportation Planner

RE: Review of Draft Conformity Findings:
Congestion Management Plan (CMP) 2011

Recommendation

It is recommended that ACTAC review Attachment A detailing the conformity status with the Congestion Management Program (CMP).

Summary

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
- (b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions requesting 1a) Tier 1 Land Use Analysis Program and 2) TDM Site Design Checklist information by September 30, 2011, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below by October 3, 2011.

Final conformity findings will be presented to ACTAC at its November 1, 2011 meeting and to the Commission at its December 1, 2011 meeting.

Discussion

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no CMP roadway segments were found to be deficient in 2010, the last LOS Monitoring cycle for which data is available based on the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions. Therefore, the preparation and submission of Deficiency Plans for 2011 is not required. However, there are four ongoing Deficiency Plans for 2011, for which jurisdictions are required to send progress reports:

- | | |
|--|-----------------|
| 1) SR 260 Posey Tube eastbound to
I-880 northbound freeway connection | City of Oakland |
| 2) SR 185 northbound between 45 th and 42 nd Streets | City of Oakland |
| 3) I-580 Westbound between Center Street and I-238 | City of Hayward |
| 4) Mowry Avenue | City of Fremont |

A request has been sent to the Cities of Fremont, Hayward, and Oakland to submit their Deficiency Plan progress reports by October 3, 2011.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A 2011 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2011 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

Jurisdiction	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*				
Alameda County	Yes		Yes		Yes	N/A	
City of Alameda	Yes		Yes		Yes		
City of Albany	Yes		Yes		Yes	N/A	
City of Berkeley	Yes		Yes		Yes		
City of Dublin	Yes		Yes		Yes		
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	
City of Fremont	Yes		Yes		Yes		
City of Hayward	Yes		Yes		Yes	N/A	
City of Livermore	Yes		Yes		Yes	N/A	
City of Newark	Yes	Yes	Yes	Yes	Yes		
City of Oakland	Yes		Yes		Yes		
City of Piedmont	Yes		Yes		Yes	N/A	
City of Pleasanton	Yes		Yes		Yes	N/A	
City of San Leandro	Yes		Yes		Yes	N/A	
City of Union City	Yes		Yes		Yes	N/A	

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* The Alameda CTC is currently working with the jurisdictions and ABAG to update the land use forecasts in the context of developing the Sustainable Community Strategy (SCS)

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Memorandum

DATE: September 26, 2011

TO: Alameda County Transportation Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

SUBJECT: **Review of First Draft Countywide Transportation Plan (CWTP) and Discussion of Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

This item is for information only. No action is requested.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). In September, the administrative draft CWTP was released by the CWTP-TEP Steering Committee for evaluation and comment. The administrative draft report can be found on the Alameda CTC website at: http://www.alamedactc.org/files/managed/Document/4959/05a_ALAMEDA_CWTP_ADMINISTRATIVE_DRAFT.pdf. The CWTP-TEP Steering Committee also approved TEP parameters. These and the administrative draft CWTP will be the basis from which a first draft of the TEP project list will be developed in October and November 2011. Both the CWTP and TEP will be modified based on comments received with the goal of presenting a draft of both Plans to the Commission at its retreat on December 16, 2011.

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, and the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

October 2011 Update:

This report focuses on the month of October 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission. Highlights include continued work on the One Bay Area Alternative Land Use Scenarios and the development of the two transportation networks to support those scenarios by ABAG and MTC and the release of the administrative draft of the Alameda Countywide Transportation Plan, approval of TEP projects and program packaging parameters, and announcement of the fall 2011 outreach process.

1) MTC/ABAG: Development of Alternative Land Use and Transportation Scenarios

On August 26, 2011, ABAG released the One Bay Area SCS Alternative Land Use Scenarios, including three constrained scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth. These scenarios will be used to inform the development of the Preferred SCS. Two of the scenarios are based on unconstrained growth, assume very strong employment growth, and unconstrained funding to support housing affordability. The Alternative Land Use Scenario Report, revised September 1, 2011, presents the land use patterns for three scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth and assesses them based on economic growth, financial feasibility and reasonable planning strategies.

Concurrently, MTC has been working with the stakeholders to develop two transportation networks: Transportation 2035 and Core Capacity Transit networks. MTC staff will begin its scenario analysis and project performance assessment in September with results anticipated to be released in November and December.

2) CWTP-TEP

In September the CWTP-TEP Steering Committee, with input from CAWG and TAWG, released the administrative draft of the Countywide Transportation Plan for evaluation and comment and approved TEP parameters. Presentations will be made by staff at the October meetings to the advisory committee meetings about the CWTP and TEP. The administrative draft CWTP is found on the Alameda CTC website. Transportation Expenditure Plan projects and programs will be developed based on the administrative draft CWTP and the TEP parameters in October and November. Public outreach on the CWTP and TEP will occur in October and November as presented below. More details about meeting locations and agendas can be found on the Alameda CTC website. Additionally, Supervisor Carson will be hosting an SCS Summit on October 12th.

3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: TBD	October 27, 2011 November 17, 2011 December 1, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	October 13, 2011 November 10, 2011
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m.	October 6, 2011 November 3, 2011

Committee	Regular Meeting Date and Time	Next Meeting
	Location: Alameda CTC	
Joint Steering Committee and Community Advisory Working Group	Noon Location: Alameda CTC offices	October 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	October 4, 2011 November 1, 2011
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	October 12, 2011 November 9, 2011
SCS Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	October 27, 2011
Northern Alameda County SCS Summit Hosted by Supervisor Keith Carson	1 p.m. Location: Alameda County Administrative Offices, 1221 Oak Street, 5 th Floor, Oakland	October 12, 2011
5 CWTP-TEP Public Outreach Meetings District 5/North Planning Area District 4/North Planning Area District 3/Central Planning Area District 2/South Planning Area District 1/East Planning Area	Time and Location 6:30 p.m., So. Berkeley Senior Center 6:30 p.m., East Oakland Senior Center 6:30 p.m., San Leandro Senior Center 6:30 p.m., Union City Sports Center 6:30 p.m., Dublin Civic Center Library	Date October 18, 2011 October 24, 2011 October 19, 2011 October 27, 2011 November 2, 2011
North County Transportation Forum	6:30 p.m. Alameda CTC offices	October 20, 2011

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities

Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule

Attachment C: OneBayArea SCS Planning Process

Attachment D: CWTP Administrative Draft Power Point Presentation

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**Summary of Next Quarter Countywide and Regional Planning Activities
(October 2011 through January 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the October 2011 through January 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdictions to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in October;
- Responding to comments on the Administrative Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Developing the second draft CWTP;
- Refining the countywide 25-year revenue projections consistent and concurrent with MTC's 25-year revenue projections;
- Developing first draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Conducting public outreach and a second poll; and
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Conducting a scenario analysis of five land use options and two transportation network (Alameda CTC staff is providing input into both of these activities);
- Releasing the results of the scenario analysis and project performance assessment;
- Refining draft 25-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Adopting a RHNA Methodology.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input¹

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)
Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Released: December 2011
Draft RHNA Plan released: February 2012
Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: May 2011 - November 2011
Transportation Policy Investment Dialogue: November 2011 – April 2012
Prepare SCS/RTP Plan: April 2012 – October 2012
Draft RTP/SCS for Released: November 2012
Prepare EIR: December 2012 – March 2013
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012
Call for Projects: Completed
Administrative Draft CWTP: Completed
Preliminary TEP Program and Project list: October 2011
Draft CWTP and TEP Released: December 2011
Plans Outreach: January 2011 – June 2012
Adopt Final CWTP and TEP: May 2012
TEP Submitted for Ballot: July 2012

¹ Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission.

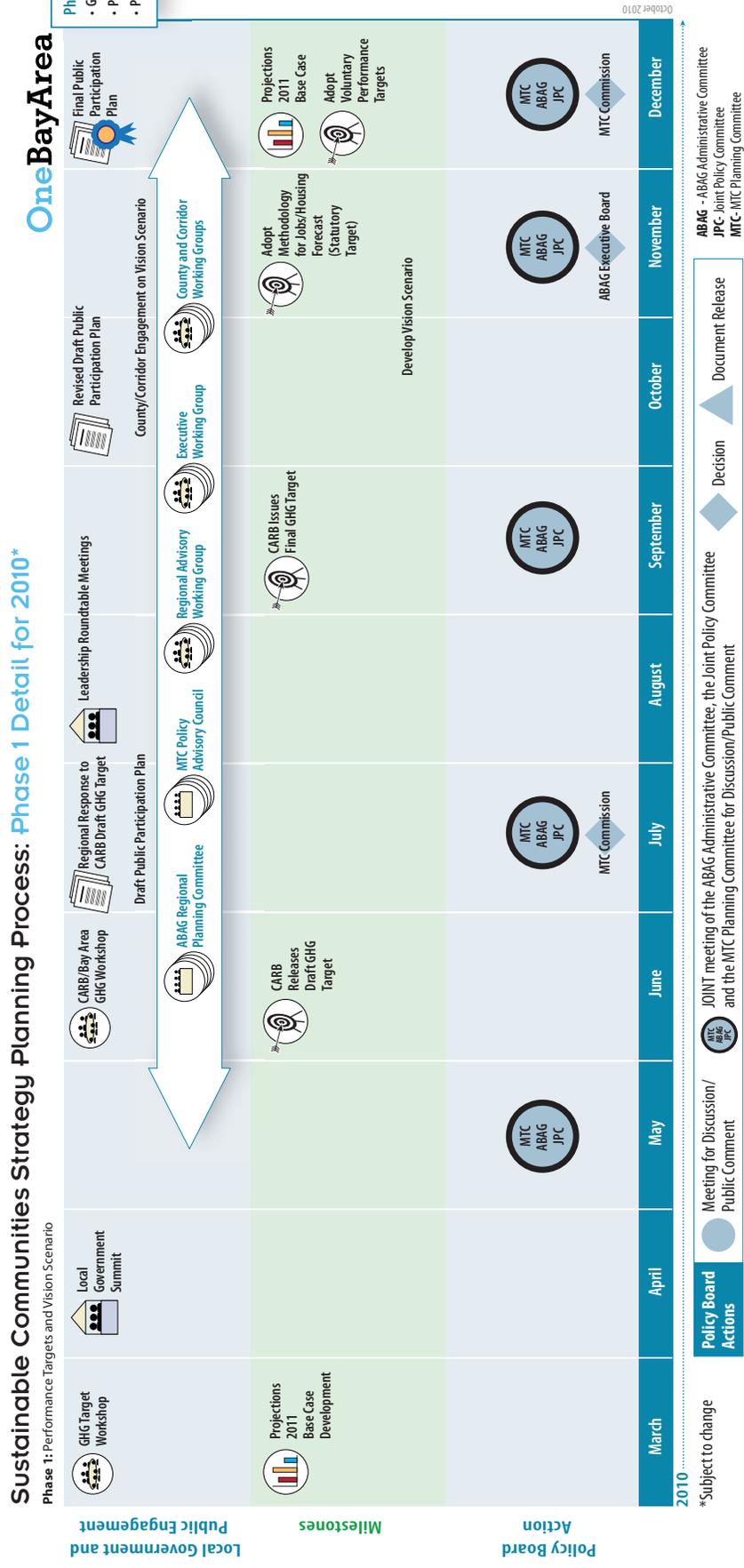
Task	2010						Meeting FY2010-2011	2010				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work		
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Task	2011						FY2011-2012	2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum		No Meetings
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 2012					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP					
Polling	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs	Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Allocation Methodology		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Calendar Year 2012

Task	2012					FY2011-2012						
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot					VOTE: November 6, 2012	
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012	
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012	
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012	
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans					Ongoing Education and Outreach through November 2012 on this process and final plans						
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans											
Polling					Potential Go/No Go Poll for Expenditure Plan							
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan						Release Draft SCS/RTP for review			

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October 2011

SCS/RTP/CWTP-TEP Update

- Update for September 2011
 - Regional Planning Activities
 - Develop Land Use and Transportation Scenarios
 - Prepare for Scenario Analysis
 - Conduct Project Performance Assessment
 - Countywide Planning Activities
 - Release Administrative Draft CWTP
 - Approve TEP Parameters
 - Prepare for Next Round of Outreach and Second Poll



Regional Planning Activities

- ABAG/MTC adopts five land use scenarios and two transportation networks (July 2011)
- Released Land Use Scenarios (August 2011)
 - 2 are unconstrained and assume:
 - Strong employment growth
 - Unconstrained funding to support affordable housing
 - 3 are constrained and are based on financial feasibility:
 - Core Concentration
 - Focused Growth
 - Outer Bay Area Growth
- Developing Transportation Networks (September 2011)
 - T2035 based
 - Core Capacity Transit



Regional Schedule (Proposed)

- Finalize draft land use and transportation networks (September 2011)
- Conduct analysis (October 2011)
- Release project performance assessment results (November 2011)
- Release Scenario Analysis results (December 2011)
- Outreach/Define Preferred Scenario (January 2012)
- Conduct Analysis (February 2012)
- Release Results (March 2012)
- Approve Preferred Scenario (May 2012)
- By January 2012, counties must have approved local priorities



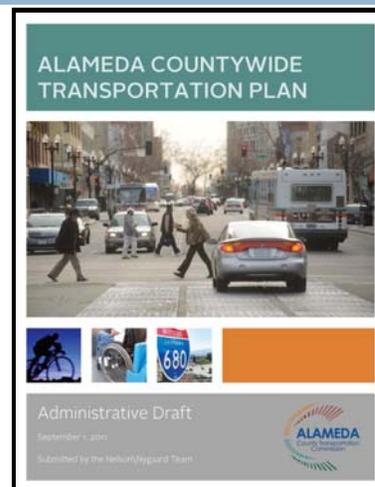
Countywide Planning Activities

- Administrative Draft CWTP released (September 2011)
- \$6.8 Billion: 60% programs, 40% projects
 - Strongly supports transit operations and regional rail plan to move more people not cars
 - Establishes guarantees for transit, roadway, community based transportation plans, bike and pedestrian funding
 - Supports TOD, PDAs
 - Supports roadway and highway investments to address freight movement and congestion relief
- Honors on-going commitments and legislative mandates



Countywide Transportation Plan

- First “Administrative” Draft of the CWTP
- 7 Chapters
- New Format
- Draws on past work:
 - Briefing Book
 - Issue Papers
 - Performance Evaluation
- Stakeholder Outreach



Developing a Financially Constrained CWTP

- Total estimate of funding available to Alameda County as assigned by MTC: \$6.8 billion
- Call for projects resulted in \$13 billion
 - ▣ Capital project submissions: \$3.2 billion
 - ▣ Program requests: \$9.8 billion
- Fund requests were almost 100% over available funding amounts



Financial Constraints in a New Context

- CWTP to address a new set of goals, different from previous CWTPs
- Consistent with SB 375 and supportive of the Sustainable Communities Strategy
- Consistent with other legislative mandated and adopted goals
 - ▣ Maintenance of transit and roads
 - ▣ Congestion relief to improve air quality
- Results will include broader list of projects and programs to support:
 - ▣ SB 375 and commitments to on-going investments and goals



Considerations in Developing Financially Constrained List

- **Committed Projects:** As defined by MTC are fully funded or under construction and considered as part of baseline transportation network (Figure 6-2)
- **Performance Evaluation:** used to identify relative performance of projects and programs in scenario packages against sustainability goals in adopted CWTP - a starting point
- **Projects Grouped:** Based on performance evaluation and on-going commitments
 - Group A – Measure B
 - Group B – High performing, low cost (under \$5 M) – “low hanging fruit”
 - Group C – Projects from policy and technical consensus processes (Reso. 3434, LATIP, etc.)
 - Group D – Other high performing projects, some high costs
 - Group E – All other projects, generally medium to low scoring



Considerations *continued*

- **Projects identified in Tiers (Figures 6-3 through 6-6):**
 - Tier 1 – fully funded
 - Tier 2 – partially funded and have commitment to project phase implementation or project development
 - Vision – no discretionary funding proposed in this CWTP, but eligible for funding as it becomes available
- **Projects Moved into Vision Tier:**
 - Projects were moved into Vision funding from Group E if they were low performing and had less than 50% of outside funding identified
- **Program Performance:** Programs were allocated funding based upon CWTP goals, prior commitment, and the importance of new investment strategies to meet SB 375 goals
- **Equity**



Baseline Funding Request: \$13 B

**Table 1: Baseline Funding Request
Capital Projects and Programs**

	Capital Projects	Overall Program Requests	Total Amount by Planning area
North County	\$554		\$554
Central County	\$279		\$279
South County	\$1,112		\$1,112
East County	\$1,267		\$1,267
		\$ 9,868	
Totals	\$3,212	\$9,868	\$13,080

□ **MTC Assigned Funding: \$6.8 billion**



Overall Funding Recommendation

**Table 2: Proposed Financially Constrained First Draft Countywide Transportation Plan
Capital Projects and Programmatic
Capital Projects: 40%**

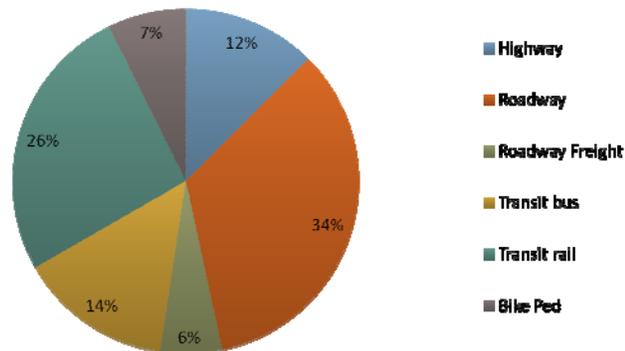
	Capital Projects	Programmatic Capital Projects	Total Amount by Planning area	Percent of Total by Planning Area	County Pop. Share
North County \$	390	\$ 750	\$ 1,140	42%	46%
Central County \$	150	\$ 200	\$ 350	13%	21%
South County \$	818	\$ 10	\$ 828	30%	18%
East County \$	395	\$ 10	\$ 405	15%	15%
Totals \$	1,753	\$ 970	\$ 2,723		

□ **Proposed Project and Programmatic Project Recommendation is 40% of MTC allocated funds**



Proposed Funding for Capital and Programmatic Capital Projects: 40%

Proposed Funding for Capital and Programmatic Capital Projects

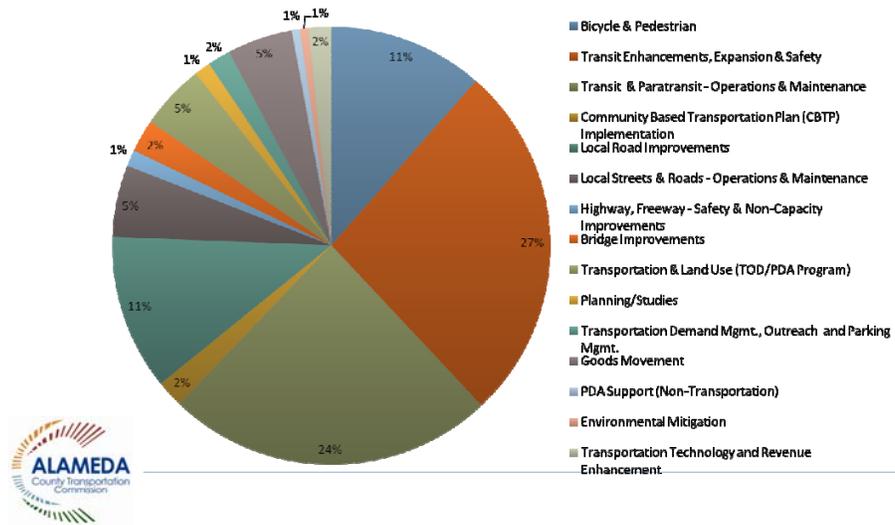


Countywide Programs Recommendation: 60%

- 15 countywide Program Categories (Figure 6-10)
- Program Request: \$9.8 billion
- Program Recommendation: \$4.1 billion
- **Program funding** recommendation represents **60%** of MTC allocated funds



Proposed Program Funding: 60%



Additional Analysis

- Additional analysis will be done in the next evaluation to address how investments support:
 - Low-income communities
 - Transit-oriented development
 - Priority development areas



Countywide Planning Activities

- CWTP used as the basis to develop the TEP
- TEP Parameters approved by Steering Committee
 - Duration: Permanent with reconsideration every 20 years
 - Amount: Augment current tax; 1 cent beyond 2022
 - Division of funds between Programs and Projects: 60/40
 - Program Categories: Keep current and expand
 - Performance Measures: Yes
 - Flexibility: Yes
 - Distribution of Funds: Formula based, pass through, grants
 - Rainy Day Fund/Excess Funds: Yes



Countywide Schedule

- Steering Committee approves Administrative Draft CWTP/TEP Parameters (September 2011)
- Second Round of CWTP Evaluation, Public Outreach and Develop First Draft TEP (October 2011)
- Steering Committee approves Second Draft CWTP/First Draft TEP (December 2011)
- Commission approves Final Draft CWTP-TEP (December 2011/January 2012)
- Final Round of Evaluation (March 2012)
- Steering Committee/Commission approves Final CWTP-TEP (May/June 2012)
- Submit TEP for ballot (July 2012)



Public Outreach and Second Poll (October 2011)

- Key Public Outreach Dates:
 - October 18: District 5/North Planning Area
 - October 19: District 3/Central Planning Area
 - October 24: District 4/North Planning Area
 - October 27: District 2/South Planning Area
 - November 2: District 1/East Planning Area
- Conduct Second Poll
- Other Presentations
 - October 13: Bicycle/Pedestrian Advisory Committee
 - October 20: CAC/North County Transportation Forum
 - October 26: Paratransit Advisory and Planning Committee
 - November 7: Citizen's Watchdog Committee
 - October ACTAC, PPLC and Commission



Questions?





Memorandum

DATE: September 21, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

**RE: Review of Countywide Annual Bicycle and Pedestrian Count Program and
Draft 2010 Trends Report**

Recommendation:

It is recommended that ACTAC review and comment on the attached list of bicycle/pedestrian count locations and the *Draft Manual Pedestrian and Bicycle Count Report for Alameda County (2002-2010)*.

Summary:

Alameda CTC has been conducting periodical bicycle and pedestrian counts since 2002, and annual counts since 2008, at various locations throughout the county. The 2011 counts are taking place in September and October at 63 locations, as listed in Attachment A. The historical countywide count data, from 2002 to 2010, was recently compiled and comprehensively analyzed for the first time, and is presented in the attached *Draft Manual Pedestrian and Bicycle Count Report for Alameda County* (Attachment B). ACTAC is requested to provide feedback on the data and the report.

Background:

Since 2002, Alameda CTC, along with the Metropolitan Transportation Commission (MTC), SafeTREC (Safe Transportation Research and Education Center) at U.C. Berkeley, and local jurisdictions, have collected manual bicycle and pedestrian counts throughout Alameda County with a primary goal of observing countywide trends. Counts have been collected at a total of 99 different sites, however, only selected sites have been counted multiple times during the same time periods. Over the past several years, Alameda CTC has had the goal of counting bicycles and pedestrians around the county at the same locations every year, in an effort to see countywide trends in walking and bicycling. Although bicycle counts began to be collected as part of the Level of Service (LOS) Monitoring Report in 2002, bicycle *and pedestrian* counts have only been conducted *annually* since 2008.

In 2010, a set of 50 locations was selected to be counted by the Alameda CTC. Additionally, 13 sites were counted in Alameda County by MTC as part of a recently begun regional annual count effort. These count locations were selected, with input from local agency staff, and reflect:

- Locations where counts have been conducted historically
- Geographic equity by planning area based on population
- Locations on Countywide Bicycle and/or Pedestrian Network
- Variety of land uses - commercial, residential, industrial and office
- Variety of land use density
- Variety of street types
- Some locations near transit
- Some locations near multi-use trails
- Some locations near schools (within a ¼-mile radius)

In September and October 2011, the same 63 sites are being counted by Alameda CTC and MTC. A list of these sites is included as Attachment A.

Earlier this year, for the first time, the entire data set of counts from 2002 onward was compiled and analyzed by Alameda CTC. The *Draft Manual Pedestrian and Bicycle Count Report for Alameda County* (Attachment B) was prepared. Overall, it shows a trend of increasing walking and bicycling in the county. ACTAC is requested to review the report and provide any feedback on its contents, including:

- Should the analysis be changed in any way or should additional approaches to analyzing the data be used?
- Are there better ways to illustrate the data in the charts?
- Is there additional data that should be collected?

Alameda CTC intends to continue to conduct counts at a minimum of 30 locations each year, and to develop an updated report annually, adding the new data to the existing data. The agency will continue to coordinate with MTC, and will also build on efforts to coordinate with local jurisdictions on their local count programs.

Attachments:

Attachment A: List of 2011 Bicycle and Pedestrian Manual Count Locations

Attachment B: Draft Manual Pedestrian and Bicycle Count Report for Alameda County (2002 to 2010)

ID#	Street	Cross street	City	ACTIA Planning Area
1	Atlantic Avenue	Webster Street	Alameda	North
2	Broadway (CA 61)	Calhoun Street	Alameda	North
3	Central Avenue	Fifth Street	Alameda	North
7	Park Street	Otis Drive	Alameda	North
95	Buchanan Street	Jackson Street	Albany	North
9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North
14	College Avenue	Derby Street	Berkeley	North
16	Hearst Avenue	Milvia Street	Berkeley	North
17	San Pablo Avenue	Virginia Street	Berkeley	North
22	Hesperian Boulevard	Lewelling Boulevard	County	Central
23	Mission Boulevard (CA 185)	Grove Way	County	Central
24	Redwood Road	Castro Valley Boulevard	County	Central
28	Dublin Boulevard	Hacienda Drive	Dublin	East
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East
30	Powell Street	Christie Avenue	Emeryville	North
31	San Pablo Avenue	40th Street	Emeryville	North
32	Fremont Blvd	Mowry Avenue	Fremont	South
98	Fremont Blvd (Washington)	Union Street	Fremont	South
33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South
34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South
35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South
36	Paseo Padre Parkway	Mowry Avenue	Fremont	South
99	Paseo Padre Parkway	Decoto Rd	Fremont	South
38	Warm Springs	Grimmer	Fremont	South
97	C Street	Grand Street	Hayward	Central
39	Foothill Boulevard (CA 238)	D Street	Hayward	Central
41	Mission Boulevard (CA 238)	Jefferson Street	Hayward	Central
45	Santa Clara Street	Ocie Way	Hayward	Central
47	Winton Avenue	Amador Street	Hayward	Central
49	East Street	Vasco Road	Livermore	East
50	Railroad Avenue	First Street	Livermore	East
51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South
52	Thornton Avenue	Willow Street	Newark	South
53	66th Avenue	San Leandro St	Oakland	North
55	Bancroft Avenue	Auseon Avenue	Oakland	North
56	Broadway	12th Street	Oakland	North
57	Broadway	20th Street	Oakland	North
58	Chatham Road	13th Avenue	Oakland	North
59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North
62	Fruitvale Avenue	Foothill Blvd	Oakland	North
63	Fruitvale Avenue	Alameda Ave	Oakland	North
64	Grand Avenue	Staten Ave	Oakland	North
65	Grand Avenue	Lake Park	Oakland	North
70	MacArthur Boulevard	38th Avenue	Oakland	North
72	Mandela Parkway	14th Street	Oakland	North
75	Mountain	La Salle	Oakland	North
96	Telegraph Avenue	40th Street	Oakland	North
76	Telegraph Avenue	27th Street	Oakland	North

ID#	Street	Cross street	City	ACTIA Planning Area
78	Webster Street	7th Street	Oakland	North
79	Grand Avenue	Oakland Avenue	Piedmont	North
80	Main St	Bernal Ave	Pleasanton	East
81	Owens Drive	Andrews Drive	Pleasanton	East
82	Santa Rita Road	Francisco Street	Pleasanton	East
83	Stoneridge Drive	Hopyard Road	Pleasanton	East
85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central
87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central
88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central
89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central
92	Alvarado-Niles Road	Dyer Street	Union City	South
93	Decoto Road	Alvarado-Niles Road	Union City	South
94	Decoto Road	7th Street	Union City	South

Manual Pedestrian and Bicycle Count Report for Alameda County

2002 to 2010



June 2011

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Executive Summary

This report compiles pedestrian and bicycle count data from several countywide sources collected in Alameda County between 2002 and 2010. While the total number of manual count locations is almost 100, the number of sites used in this report is significantly lower, at 44 pedestrian count sites and 28 bicyclist count sites. This is due to the need to have sites that were comparable with at least several other sites, by time period and over multiple years. In a few cases, time periods were adjusted or estimated in order to ensure comparable counts. Differences remain in terms of season, day of week, weather, time period, and quality of data collection, all of which may skew the data in one direction or another. This creates some challenges to assessing countywide trends over time, however, the overall trends clearly appear to be in the upward direction. This analysis has provided insight into how future data collection should take place in the county to ensure the most useful data sets.

Data was divided into five distinct periods. The AM and Weekend periods were not used in this report due to lack of comparable data.

Figure 1: Standard Time Periods

Period	Standard Times
AM	7 to 9 AM
Mid-day	12 to 2 PM
School	2 to 4 PM
PM	4 to 6 PM
Weekend	9 to 11 AM, 12 to 2 PM, 3 to 5 PM

Pedestrian Data

Overall, while there may have been temporary dips in pedestrian numbers from 2002 to 2010, the overall trend appears to be upward. The PM period data included two data sets, a comparison of 2002, 2003, and 2010 data, which shows a drop from 2002 to 2003 and then growth between 2003 and 2010 of 68%; and a comparison of 2009 and 2010 data, which shows an increase of 15%. The pedestrian data shows a drop from 2008 and 2010 counts during the mid-day period. This mid-day reduction in trips is likely due to the economic recession. School period data comparing 2008 and 2010 as well as 2009 and 2010, with different count locations, does not reflect the mid-day reduction, and actually shows pedestrian numbers increasing by 27% and 20% respectively. The gender distribution of pedestrians in the data collected show percentages roughly equal to the population with a 52%/48% male to female split. These percentages did not change significantly over the three years that this data was collected (2008 to 2010).

Bicyclist Data

The bicycle data collected shows a clear increasing trend, although individual count sites vary greatly. All of the time periods show considerable growth in numbers except for a school period comparison of four sites between 2009 and 2010, which shows a small average decline of 2%. There is a more robust set of data for bicycles due to the Alameda CTC's data collection efforts for the Level of Service (LOS) monitoring program, which included a bicycle counting program starting in 2002. Using this data, the pattern of growth is confirmed over a longer time

period with the PM data, which shows a steady increase totaling 50% from 2004 to 2010. Attachment B school period counts comparing 2008 and 2010 both show a doubling of bicyclists.

The gender distribution for bicyclists is heavily skewed, with males making up about 74% of cyclists counted in 2010. However, the proportion of female cyclists rose significantly over the last three years, from 18% in 2008 to 26% in 2010. This increase was reflected for all time periods except for the school time period, which remained at about 18% for all three years. Only three of the sites counted during the school time periods were within a ¼ mile of a school, so it is inconclusive whether this difference is related to school-aged bicyclists. Helmet usage was collected only in 2010, and showed an even split, with 51% of cyclists counted wearing helmets.

Background

The Alameda County Transportation Commission (Alameda CTC) and several regional agencies and educational institutions have been collecting data on the number of bicyclists and pedestrian throughout the county over the last nine years. While some form of count data has been collected in seven of the last nine years, there has been little effort to analyze the longer term trends found in the data, and only over the last few years has the data collection process become standardized and routine.

Data Sources and Methodology

This report compiles data collected by several different agencies between 2002 and 2010. Count data has been collected at 99 different locations around the county, however, of these, only 44 pedestrian and 28 bicycle count sites have been used in this report. The remaining sites could not be used as they did not have data that was available during the same time period for the same set of years as other data with which to compare it. Due to the varied sources, the data collection methodologies have differed slightly, and while adjustments have been made in a few circumstances to ensure comparable counts, differences remain in terms of season and day of week, weather, and quality of data collection, all of which may skew the data somewhat in one direction or another. Research over the past few years, some of which was conducted in Alameda County, has developed and will continue to develop methodologies that allow these disparate counts to be adjusted and compared. However, due to time and resource constraints, these adjustments have not been done for this report.

The data sources used are shown below in Figure 2 and Figure 3. While AM counts were collected in 2002 and 2003, the more recent counts have focused on later time periods, providing no long-term comparison value for the AM period.

Figure 2: Pedestrian data sources and attributes for manual counts

Year	Source Agency	# Count Sites	Count Periods					Data Attributes		
			AM	Mid-day	School	PM	Weekend	Collection Months	Hourly Data?	Gender Data?
2002	MTC	13	7-9am	12-2pm	--	4-6pm	--	Sept, Oct	N	N
2003	MTC	6	7-9am	--	2-4pm	4-6pm	--	--	N	N
2006	ACTC	5	--	--	--	3-6pm	--	May, June	Y	N
2008	UCTSC/ ACTC	50	--	12-2pm	3-5pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y
2008	ACTC	4	--	--	--	3-6pm	--	May, June	Y	N
2009	UCTSC/ ACTC	36	--	--	2-4pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y
2010	ACTC/ MTC	63	--	12-2pm	2-4pm	4-6pm	--	Sept, Oct	Y	Y

Note: MTC – Metropolitan Transportation Commission, ACTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

Figure 3: Bicyclist data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data?	Gender Data?	Helmet Use?
2002	ACTC	12	--	--	--	3-6pm	--	Unknown	N (estimated)	N	N
2002	MTC	13	7-9am	12-2pm	--	4-6pm	--	Sept, Oct	N	N	N
2003	MTC	6	7-9am	--	2-4pm	4-6pm	--	Unknown	N	N	N
2004	ACTC	12	--	--	--	3-6pm	--	Unknown	N (estimated)	N	N
2006	ACTC	12	--	--	--	3-6pm	--	April, May, June	Y (most sites)	N	N
2008	ACTC	12	--	--	--	3-6pm	--	April, May, June	Y (most sites)	N	N
2008	UCTSC/ACTC	50	--	12-2pm	3-5pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y	N
2009	UCTSC/ACTC	36	--	--	2-4pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y	N
2010	ACTC/MTC	63	--	12-2pm	2-4pm	4-6pm	--	Sept, Oct	Y	Y	Y

Note: MTC – Metropolitan Transportation Commission, ACTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

It is apparent from compiling almost a decade of data that standardization of count locations, time periods, and time of year allows a more accurate trend analysis over time. The Alameda CTC recognizes this, and starting in 2010 and moving forward, data collection will, at a minimum, include those locations that have been counted on the most regular basis since 2002.

Count Locations

The count locations and time periods used in this report are shown in Figure 4 and Figure 5. This list only includes locations with comparable data by time period and year. Data for all years and time periods for the 99 count locations is provided in the Appendices. Several automated bicycle and pedestrian counters have also been used in Alameda County; this report does not include data from these counters.

Figure 4: Pedestrian count locations, years, and time periods used in this report (Total of Attachment B)

	2002	2003	2008		2009		2010		
	PM	PM	Mid	Sch	Sch	PM	Mid	Sch	PM
Atlantic Ave and Webster St, Alameda						X			X
Broadway (CA 61) and Calhoun St, Alameda				X				X	
Central Ave and Fifth St, Alameda					X			X	
Solano Ave and Masonic Ave (Ohlone Trail), Albany						X			X
Ashby Ave (CA 13) and Hillegass Ave, Berkeley						X			X
Ashby Ave (CA 13) and Telegraph Ave, Berkeley			X				X		
College Ave and Derby St, Berkeley			X				X		
Hearst Ave and Milvia St, Berkeley						X			X
San Pablo Ave and Virginia St, Berkeley	X					X			X
Hesperian Blvd and Lewelling Blvd, County						X			X
Mission Blvd (CA 185) and Grove Way, County				X				X	
Redwood Rd and Castro Valley Blvd, County					X			X	
Dublin Blvd and Scarlett Dr (Iron Horse Trail), Dublin	X	X				X			X
Dublin Blvd and Hacienda Dr, Dublin						X			X
San Pablo Ave and 40th St, Emeryville						X			X
Fremont Blvd and Mowry Ave, Fremont	X	X							X
Fremont Blvd (CA 84) and Peralta Blvd, Fremont				X				X	
Mission Blvd (CA 238) and Nichols Ave, Fremont			X				X		
Paseo Padre Parkway and Mowry Ave, Fremont			X			X	X		X
Warm Springs and Grimmer, Fremont						X			X
Foothill Blvd (CA 238) and D St, Hayward			X				X		
Mission Blvd (CA 238) and Jefferson St, Hayward			X				X		
Santa Clara St and Ocie Way, Hayward			X				X		
Railroad Ave and First St, Livermore						X			X
Thornton Ave and Willow St, Newark						X			X
66th Ave and San Leandro St, Oakland	X	X							X
Bancroft Ave and Auseon Ave, Oakland			X				X		
Broadway and 12th St, Oakland			X			X	X		X
Chatham Rd and 13th Ave, Oakland				X				X	
Doolittle Dr (CA 61) and Airport Access Rd, Oakland						X			X
Fruitvale Ave and Alameda Ave, Oakland					X			X	
Grand Ave and Staten Ave, Oakland	X	X							X
Grand Ave and Lake Park, Oakland						X			X
MacArthur Blvd and 38th Ave, Oakland						X			X
Mandela Parkway and 14th St, Oakland						X			X
Webster St and 7th St, Oakland				X				X	
Grand Ave and Oakland Ave, Piedmont					X			X	
Stoneridge Dr and Hopyard Rd, Pleasanton						X			X
Bancroft Ave and Estudillo Ave, San Leandro	X	X				X			X
Davis St (CA 61) and Pierce Ave, San Leandro				X				X	
East 14th St (CA 185) and Hesperian Blvd, San Leandro			X				X		
East 14th St (CA 185) and Maud Ave, San Leandro				X				X	
Alvarado-Niles Rd and Dyer St, Union City						X			X
Decoto Rd and Alvarado-Niles Rd, Union City	X	X							X

Figure 5: Bicycle count locations, years, and time periods used in this report (Total of 28 sites) Attachment B

	2002	2004	2006	2008			2009	2010		
	PM	PM	PM	Mid	Sch	PM	Sch	Mid	Sch	PM
Atlantic Ave and Webster St, Alameda	X	X	X			X				X
Broadway (CA 61) and Calhoun St, Alameda					X				X	
Central Ave and Fifth St, Alameda							X		X	
Ashby Ave (CA 13) and Telegraph Ave, Berkeley				X				X		
College Ave and Derby St, Berkeley				X				X		
Hearst Ave and Milvia St, Berkeley	X	X	X			X				X
Hesperian Blvd and Lewelling Blvd, County	X	X	X			X				X
Mission Blvd (CA 185) and Grove Way, County					X				X	
Redwood Rd and Castro Valley Blvd, County							X		X	
San Pablo Ave and 40th St, Emeryville	X	X	X			X				X
Fremont Blvd (CA 84) and Peralta Blvd, Fremont					X				X	
Mission Blvd (CA 238) and Nichols Ave, Fremont				X				X		
Paseo Padre Parkway and Mowry Ave, Fremont	X	X	X	X		X		X		X
Foothill Blvd (CA 238) and D St, Hayward				X				X		
Mission Blvd (CA 238) and Jefferson St, Hayward				X				X		
Santa Clara St and Ocie Way, Hayward				X				X		
East St and Vasco Rd, Livermore	X	X	X			X				X
Bancroft Ave and Auseon Ave, Oakland				X				X		
Broadway and 12th St, Oakland				X				X		
Chatham Rd and 13th Ave, Oakland					X				X	
Fruitvale Ave and Alameda Ave, Oakland							X		X	
Telegraph Ave and 27th St, Oakland	X	X	X			X				X
Webster St and 7th St, Oakland					X				X	
Grand Ave and Oakland Ave, Piedmont	X	X	X			X	X		X	X
Stoneridge Dr and Hopyard Rd, Pleasanton	X	X	X			X				X
Davis St (CA 61) and Pierce Ave, San Leandro					X				X	
East 14th St (CA 185) and Hesperian Blvd, San Leandro				X				X		
East 14th St (CA 185) and Maud Ave, San Leandro					X				X	

Time periods: Mid = mid-day (typically 12-2pm); Sch = School (typically 2-4pm); PM (typically 4-6pm)

Pedestrian Count Trends

Weekday PM (4-6pm)

The PM data, with three years of comparable data, is the most longitudinal available for pedestrians. And while there is a long gap in the data from 2003 to 2010, it allows a data point for seeing the longer-term trends, which show increasing numbers of pedestrians.

As seen in Figure 6, there was a drop in pedestrian numbers from 2002 to 2003 and then a rise between 2003 and 2010, of 68%. This same trend is reflected in the bicycle counts during the PM period, with a similar drop from 2002 to 2004, and then a steady rise from 2004 to 2010.

Figure 6: Total pedestrians – weekday PM (2002, 2003, 2010)

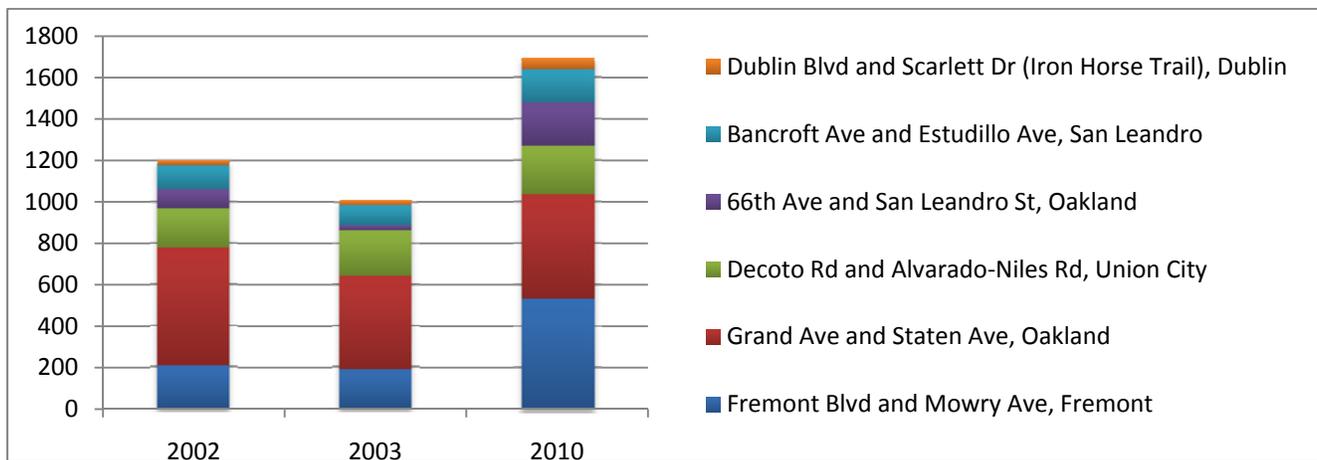
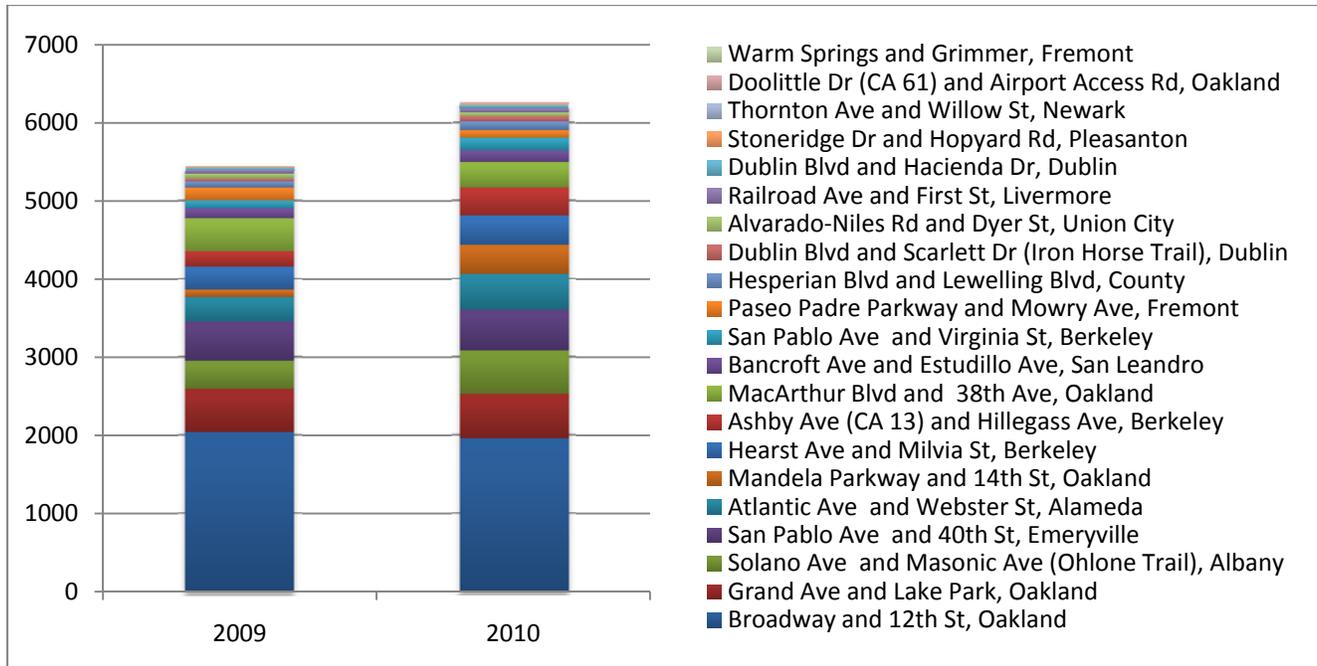


Figure 7 on the next page shows a 15% increase in pedestrian numbers from 2009 to 2010 (using different count locations from Figure 6).

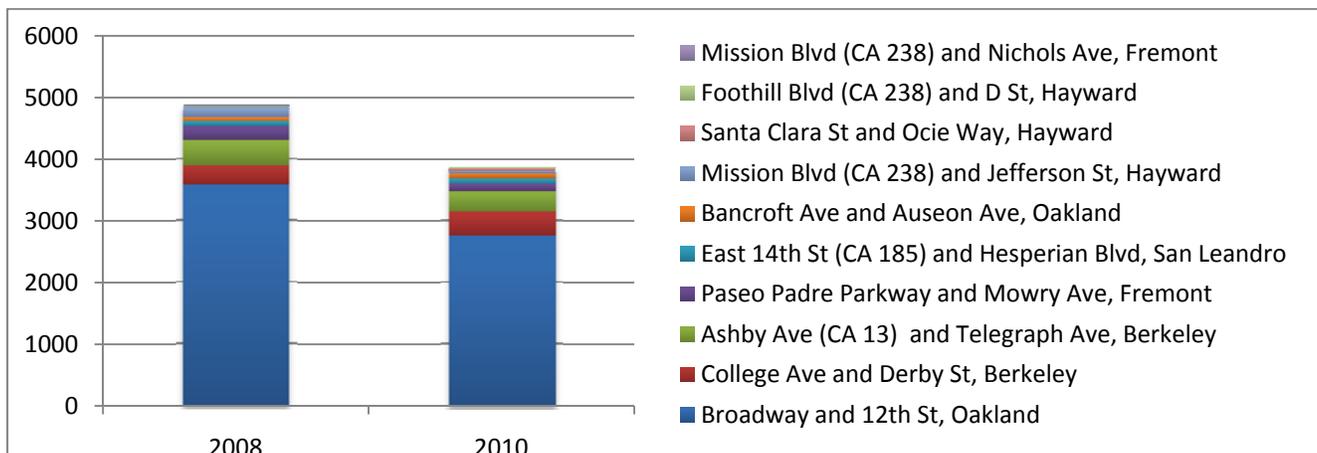
Figure 7: Total pedestrians – weekday PM (2009, 2010)



Weekday Mid-day (12 to 2pm)

The data available for the mid-day period show a drop of 21% in pedestrian numbers from 2008 to 2010. This may be due to the economy and a reduction in the number of jobs, with jobs being heavily concentrated in Downtown Oakland, or it may be due to the overall high temperatures during the 2010 count period. This pattern is not reflected (further below) in the school period data (the only other time period with 2008 and 2010 data), which shows pedestrian numbers rising. Interestingly, mid-day *bicycle* trips taken as part of the same data collection efforts and at the same count locations as Figure 8 almost doubled (see Figure 15).

Figure 8: Total pedestrians - weekday mid-day (2008, 2010)

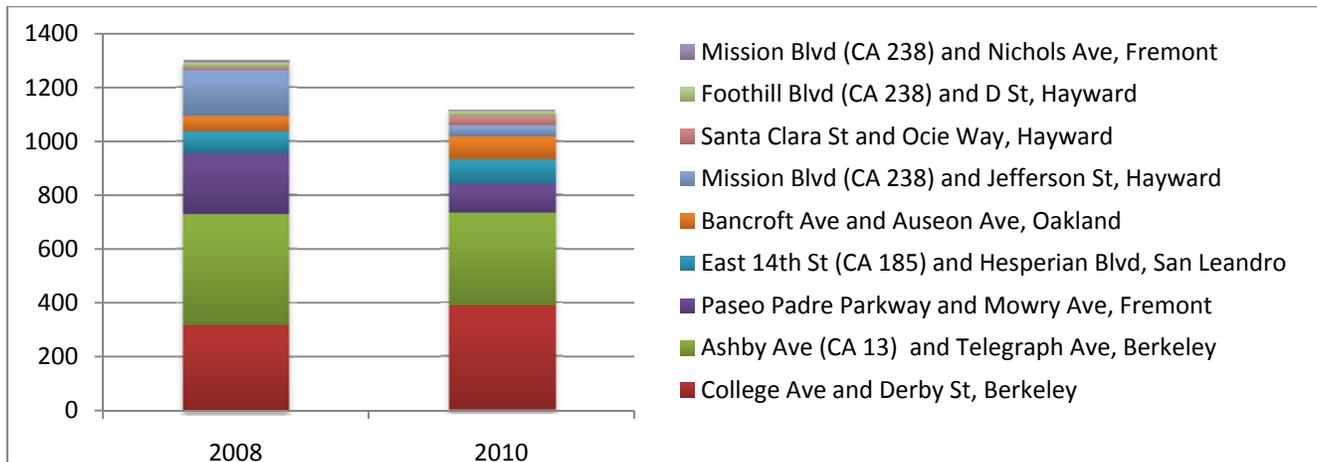


The Broadway and 12th St. count site in Downtown Oakland accounts for a large portion of Attachment B, making it difficult to assess the overall countywide trend. However when analyzing all sites except for Broadway and 12th St., as in Figure 9, a similar pattern emerges:

Total Average % Change including Broadway and 12th St.: -21%

Total Average % Change excluding Broadway and 12th St.: -14%

Figure 9: Total pedestrians – weekday mid-day – excluding Broadway and 12th St (Downtown Oakland)



Weekday School (2-4pm)

Unlike the mid-day period, the number of pedestrians increased dramatically in the school period. Figure 10 and Figure 11 both show an increase in pedestrian numbers (27% and 47%, respectively) at different locations and across different years. This could partially be due to the use of a different set of count locations. However, it is likely that pedestrian numbers in this time period are less employment-related.

While this time period is called the “school” time period, this mostly refers to time of day and not the count locations. Of the eleven count locations compared below, only three are within a ¼ mile of schools. Figure 10 below compares 2008 and 2010 data. Note that 2008 data was collected from 3-5pm and 2010 data was collected from 2-4pm, so the comparison time period for the data collected is only 3-4pm.

Figure 10: Total pedestrians - weekday school (2008, 2010 from 3-4pm)

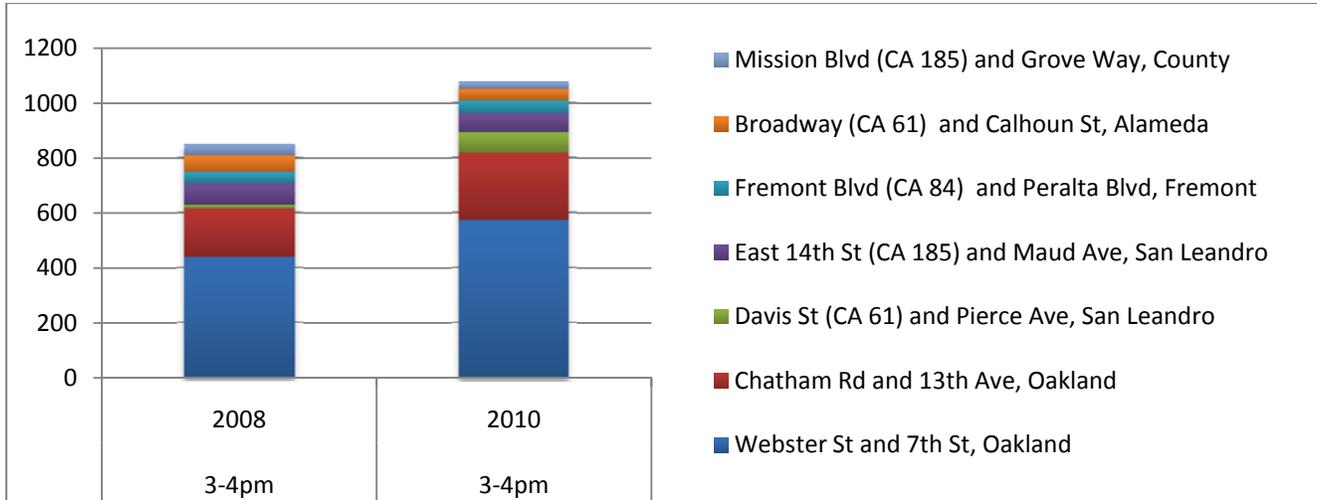
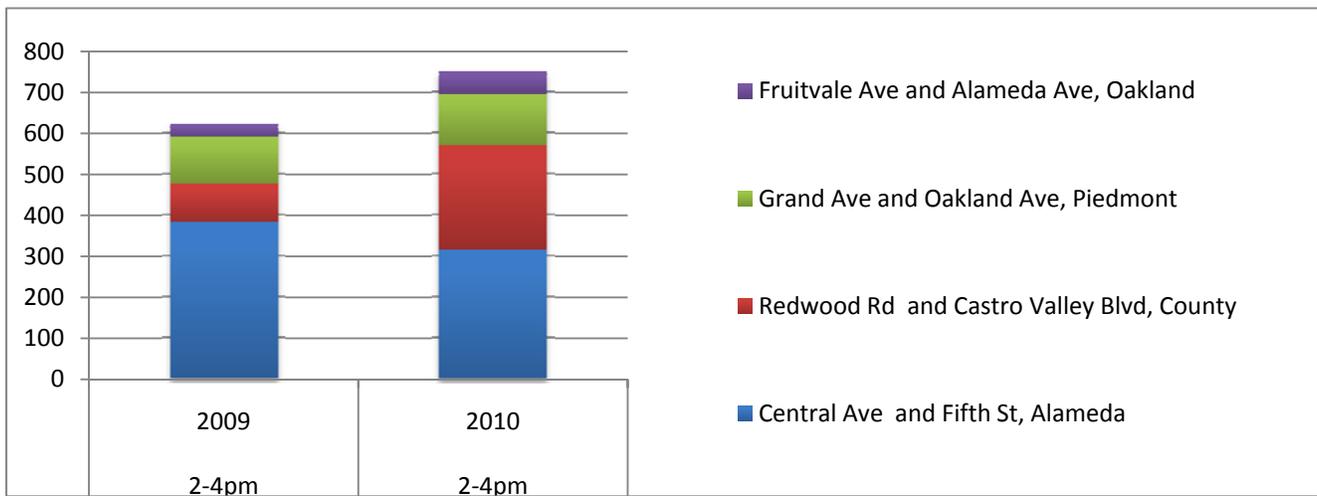


Figure 11 reflects the same upward trend shown in Figure 10, but at different count locations, different years, and the full 2-4pm time period.

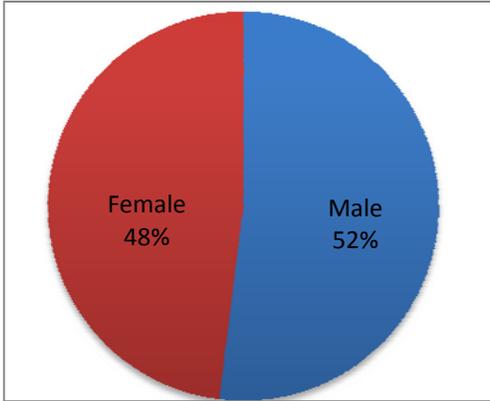
Figure 11: Total pedestrians - weekday school (2009, 2010 from 2-4pm)



Gender Distribution

The average male-female ratio for pedestrians varied within only a few percentage points between 2008 and 2010. Typically, the number of pedestrians closely mirrors the general population distribution, while bicyclists are more heavily male.

Figure 12: Average pedestrian male – female ratio (2008, 2009, 2010)



Bicyclist Count Trends

Weekday PM (4-6pm)

The weekday PM is the period for which there is the most data, both in terms of the number of comparable sites and the number of years of data that is available. While there was a slight decrease in bicyclists from 2002 to 2004, the numbers steadily increased from 2004 to 2010, as shown in Figure 13, with a total increase from 2002 to 2010 of 50%. Figure 14 shows the percentage change for the sites with the largest and smallest changes for each year, indicating that while in the aggregate bicycle use is growing steadily throughout the county, it is considerably more varied at the local level.

While one set of data (2008 and 2010) was counted from 4-6pm, all of the Alameda CTC Level of Service monitoring data (biennial from 2002 to 2008) was collected from 3-6pm. An hourly breakdown of the LOS monitoring data is available for the years 2006 and 2008 only. In order to create comparable data for the 2002 and 2004 years, an approach for converting the 3-6pm time period into a 4-6pm time period was needed. Using the 2006 and 2008 hourly data, the proportion of bicyclists counted during the two hour 4-6pm period of the three hour 3-6pm time period was calculated and used to estimate the two hour 4-6pm portion of the 2002 and 2004 data.

Figure 13: Total bicycles – weekday PM (2002, 2004, 2006, 2008, 2010)

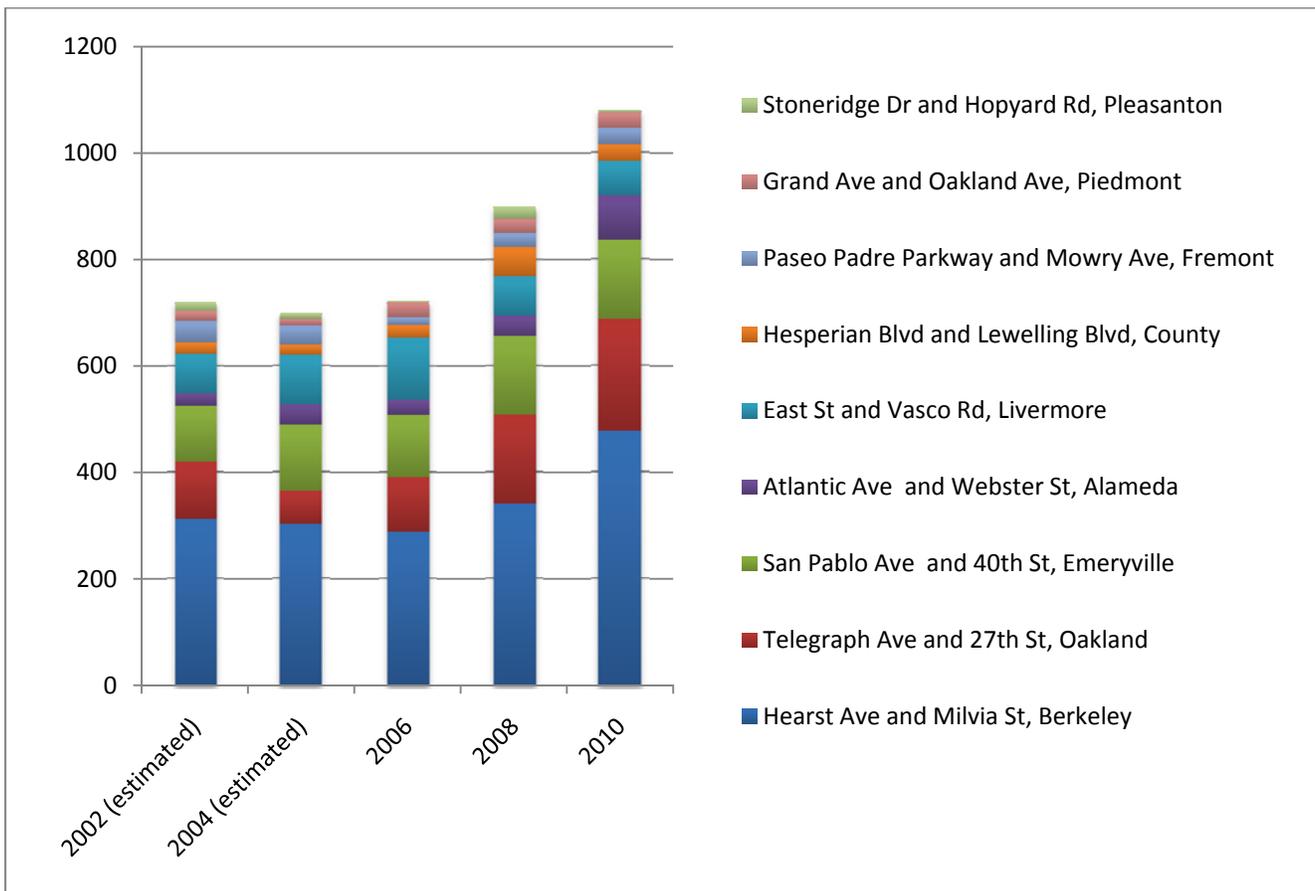
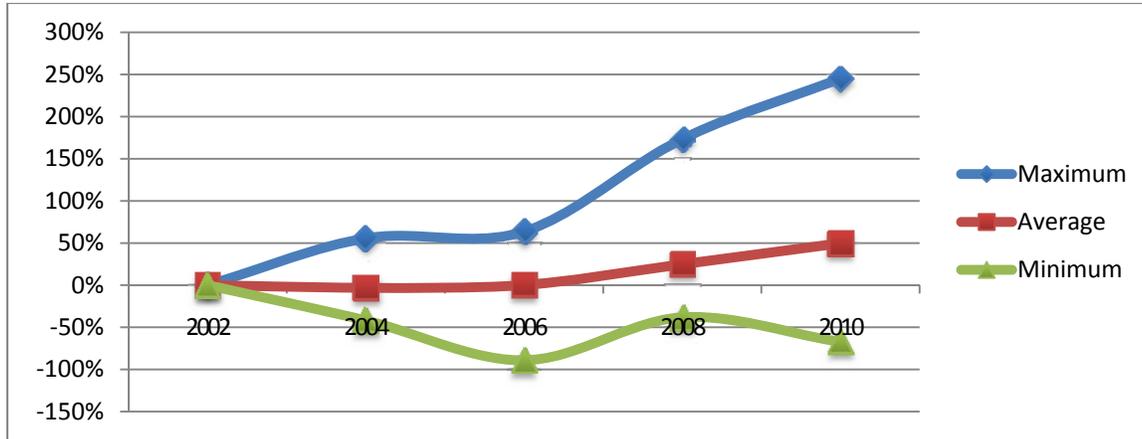


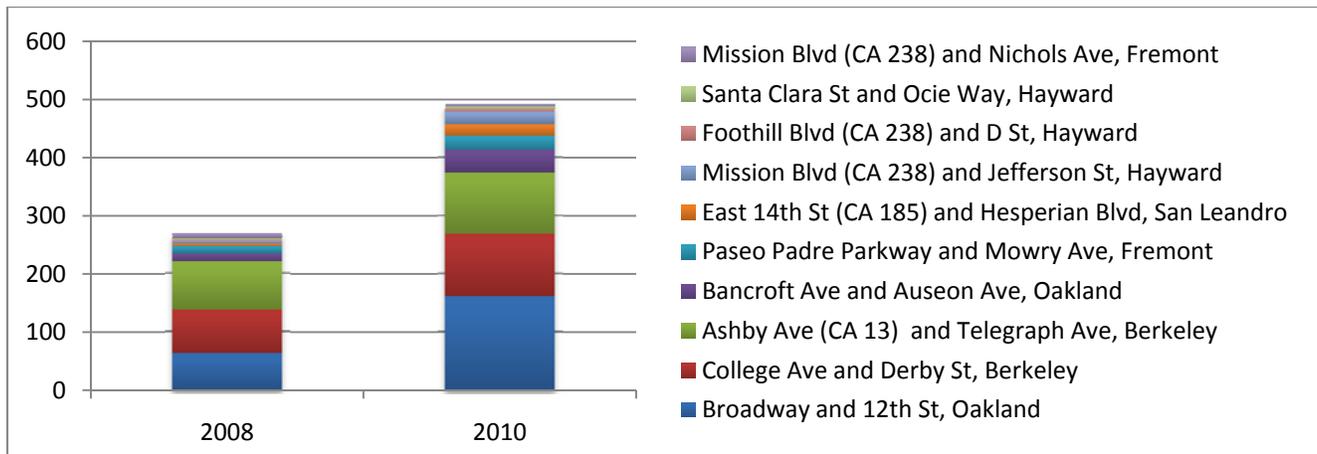
Figure 14: Percentage change in bicycle counts relative to 2002



Weekday Mid-day (12 to 2pm)

While the mid-day counts comparing 2008 and 2010 showed a significant decrease in pedestrian numbers, mid-day bicycle trips almost doubled between 2008 and 2010 at the same sites, with an average increase of 83%, reflecting the overall trend for all count periods for bicyclists. It is possible that more people chose to commute by bicycle due to high fuel prices and the poor economy, or that due to continuing jobs losses, more people had the time during the day to be on their bicycles.

Figure 15: Total bicycles - weekday mid-day (2008, 2010)



Weekday School (2-4pm)

The overall trend in bicycle numbers during the school period is increasing. For the school count period, two charts are shown below. In Figure 16, 2008 and 2010 data is shown from the 3-4pm time period; note that 2008 data was collected from 3-5pm and 2010 data was collected from 2-4pm, so the comparison time period for the data collected is only 3-4pm.

Figure 16: Total bicycles - weekday school (2008, 2010 from 3-4pm)

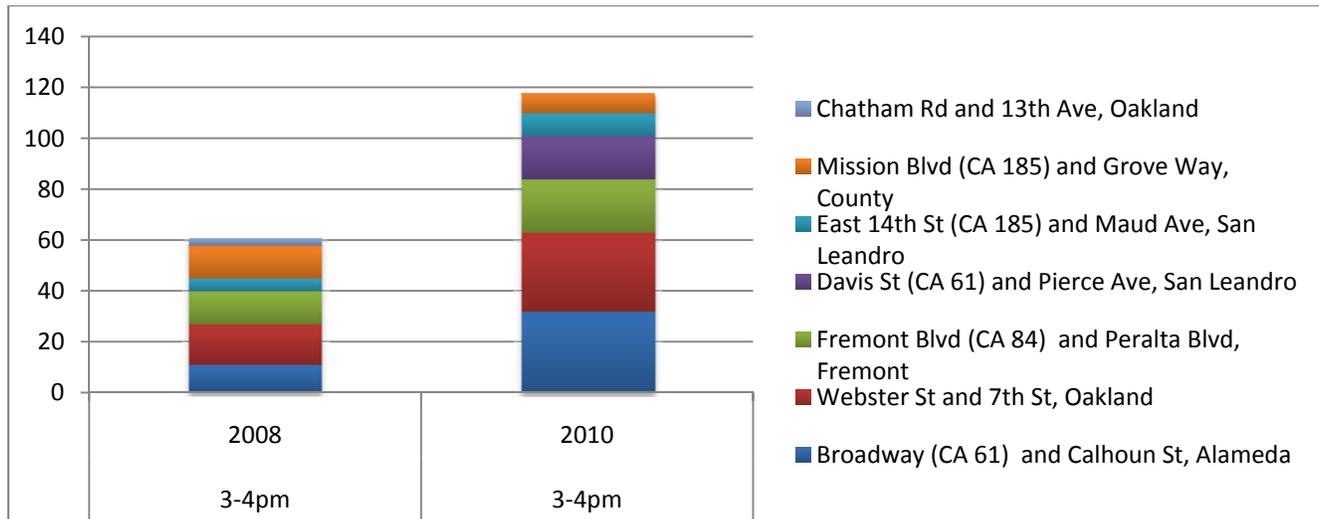
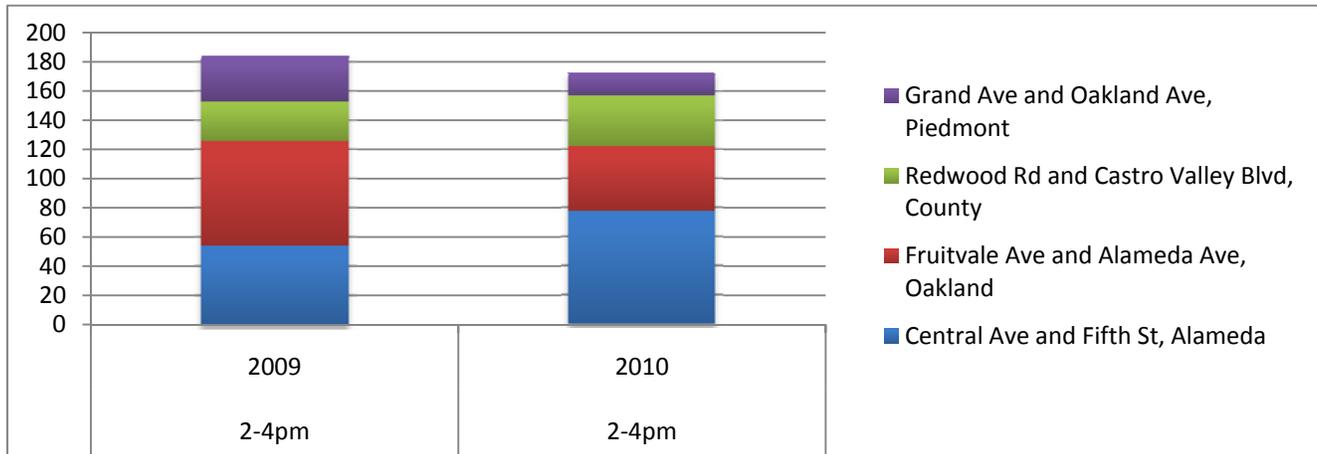


Figure 16 shows an almost doubling of bicycles from 2008 to 2010 (a 93% increase). However, Figure 17 shows that at the second set of count sites, from 2009 to 2010, the number of bicycles decreased by about 2%. This stark difference may not be statistically significant since there are only four count sites in the 2009/2010 data set. It could also be due to the difference in time periods or count sites, with only two of the four sites showing decreases during this period. It may also be the case that much of the growth between 2008 and 2010 as shown in Figure 16, took place between 2008 and 2009.

While this time period is called the “school” time period, this mostly refers to time of day and not the count locations. Of the eleven count locations included in Figures 16 and 17, only three are within a ¼ mile of schools: Grand Ave. and Oakland Ave. in Piedmont; Central Ave. and Fifth St. in Alameda; and Chatham Rd. and 13th Ave. in Oakland.

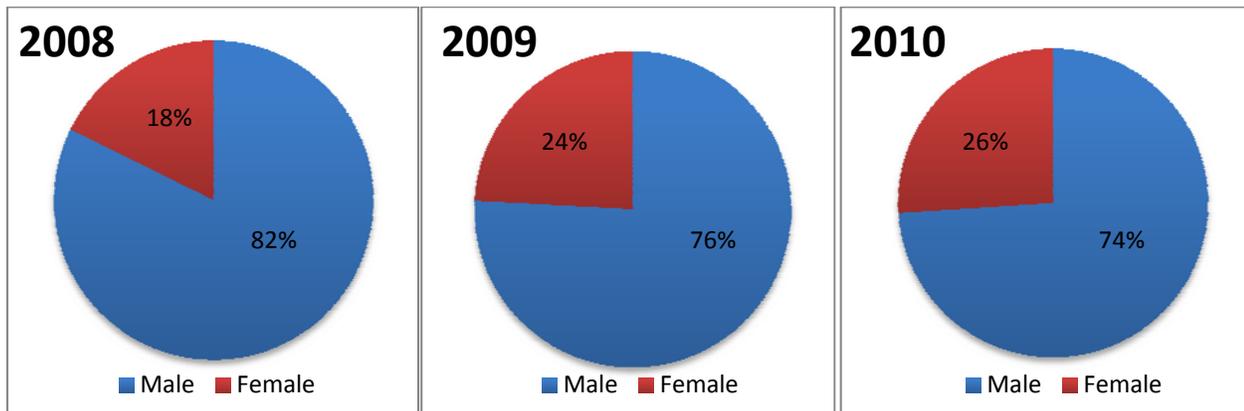
Figure 17: Total bicycles - weekday school (2009, 2010 from 2-4pm)



Gender Distribution

Men are far more likely to be riding a bicycle than women. However, the number of female bicyclists increased steadily over the 2008 to 2010 time period from 18% to 26%. However, during the school period (2-4pm) it remained at about 18% across all three years. Only three of the sites that were counted during the school periods were within a ¼ mile of a school, so it is inconclusive whether this difference is related to school-aged bicyclists.

Figure 18: Bicyclist male-female ratios from 2008 to 2010



Helmet Use

Just over 50% of all bicyclists are wearing helmets, according to 2010 counts at 63 locations around the county. Data on helmet use was only collected in 2010, so there is no way to assess changes in usage. However, there was a difference between time periods:

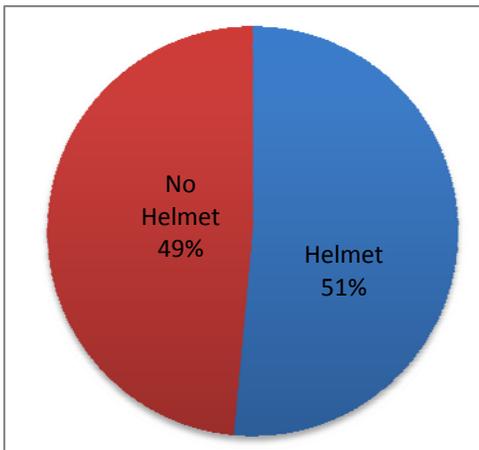
Mid-day: 51.4%

School: 40.1%

PM: 53.5%

As discussed previously, the data is not conclusive about whether the school period data is related to the behavior of school-aged bicyclists.

Figure 19: Average helmet use in 2010



Recommendations

During the process of organizing and analyzing the data in this report, the following recommendations were developed for future data collection efforts and data analysis.

There are 99 count locations that have been counted since 2002; less than half of these were usable for comparing data across years. While each count effort may have had a specific purpose, its usefulness as longitudinal data will depend on:

- Continuing to count key sites - Sites that have been counted several times in the past should continue to be counted unless the site is being “retired.”
- Using standard time periods, seasons, and days of week – To ensure comparability, continue using time periods that have been used in the past and/or time periods that are standard with other jurisdictions.
- Maintaining data in fine increments, and at least hourly – This approach will allow the use of at least part of the data, even if the standard time periods shift.
- Ensuring contextual data is maintained, such as date, time, weather, and temperature.
- Continuing to collect auxiliary data such as gender and helmet use.

In addition, more can be learned from the existing data. Research conducted by SafeTREC (formerly the UC Berkeley Traffic Safety Center) uses data from automated pedestrian counters to create adjustment factors that can be applied to existing data that was not collected during the same time period, day of week, and season. Applying these factors will allow the conversion of much of the existing data into a comparable form. This includes adjusting for season, extreme temperatures, time period, and land use. These adjustment factors are currently available for Alameda County only for pedestrian counts but hopefully they will soon be available for bicycle counts as well.

Additionally, with more years of count data, it could be useful to break the data down by planning area and possibly, by city.

Finally, future analysis should include the automated count data currently being collected throughout Alameda County, as this is a valuable resource.

Appendices

- Appendix 1: Summary data for all manual pedestrian count locations
- Appendix 2: Summary data for all manual bicycle count locations



Memorandum

DATE: September 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Review State Transportation Improvement Program (STIP) Timely Use of Funds Report

Recommendation:

This is an information item.

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached STIP Timely Use of Funds Report, dated October 31, 2011. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report to Jacki Taylor, via email: JTaylor@alamedactc.org, by Friday, October 14th. This information will be the basis for the STIP At Risk Report scheduled to be presented to the Commission during November/December 2011.

Background:

The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The Report includes a total of 34 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans,

MTC, and the CTC. The one exception is the documentation requested for the “Complete Expenditures” deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Project sponsors are requested to submit documentation for the required activities shown in the report to Jacki Taylor, via email: JTaylor@alamedactc.org, by Friday, October 14th. The information received will be the basis for the STIP At Risk Report scheduled to be presented to the Commission during November/December 2011.

Attachments:

Attachment A - STIP Timely Use of Funds Report

STIP Timely Use of Funds Report
2010 STIP Locally-Sponsored Alameda County Projects

Status Date: October 31, 2011

Red Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
1	2009A	AC Transit	Maintenance Facilities Upgrade	Con	06/07	Complete Expend	Note 1	R	\$3,705K Allocated 9/7/06 12-Mo Ext App'd Jan 10	R
2	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st	Con	10/11	Allocate Funds	11/30/11	R	5-Mo Ext App'd 5/12/11	R
3	2009L	Alameda Co.	Vasco Road Safety Improvements	Con	07/08	Accept Contract	Note 1	R	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08	R
4	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.	Con	10/11	Award Contract	11/12/11	R	\$1,150 Allocated 5/12/11 Ext. Req. Pending	Y
5	1014	BART	BART Transbay Tube Seismic Retrofit	Con	07/08	Complete Expend	Note 1	R	\$38M Allocated 9/5/07	R
6	2008B	BART	MacArthur BART renovate & enhance entry plaza	Con	10/11	Award Contract	12/23/11	R	\$954 Allocated 6/23/11	R
7	2009W	Berkeley	Ashby BART Station Intermodal Imps	Con	07/08	Accept Contract	12/26/11	R	\$4,614 Allocated 6/26/08	Y
				Con	09/10	Accept Contract	12/26/11	R	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
8	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1	Con	10/11	Allocate Funds	2/28/12	R	8-Mo Ext App'd 6/23/11	R
9	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing	Con	10/11	Award Contract	2/11/12	R	\$1,021 Allocated 8/11/11	R
10	2140S	LAVTA	Rideo Bus Restoration Project	Con	10/11	Award Contract	11/12/11	R	\$200 Allocated 5/12/11 from SM County Reserve	R
11	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD	R/W	07/08	Complete Expend	2/29/12	R	\$5.99M Allocated 12/13/07	G
12	2103A	Oakland	Oakland Coliseum TOD	Con	10/11	Award Contract	12/23/11	R	\$885 Allocated 6/23/11	R
13	2110	Union City	Union City Intermodal Station	Con	07/08	Accept Contract	Note 1	R	\$4.6M Allocated 9/5/07	R
				Con	05/06	Accept Contract	Note 1	R	\$720K Allocated 11/9/06	
				Con	05/06	Accept Contract	Note 1	R	\$5,307K Allocated 11/9/06	
				Con	06/07	Accept Contract	Note 1	R	\$2,000K Allocated 11/9/06	
				Con	06/07	Accept Contract	Note 1	R	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract	
14	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A	Con	10/11	Award Contract	12/23/11	R	\$3M Allocated 6/23/11	R
				Con	11/12	Allocate Funds	6/30/12	G		

STIP Timely Use of Funds Report
2010 STIP Locally-Sponsored Alameda County Projects

Status Date: October 31, 2011

Yellow Zone Projects

No Yellow Zone Projects This Report

Green Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
15	2009B RIP	AC Transit \$1,000	SATCOM Expansion Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G
16	2009C RIP	AC Transit \$2,700	Berkeley/Oakland/San Leandro Corridor MIS Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G
17	2009D RIP	AC Transit \$4,500	Bus Component Rehabilitation Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G
18	2009Q RIP	AC Transit \$14,000	Bus Purchase Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G
19	0016O RIP	ACCMA \$8,000	I-680 SB HOT Lane Accommodation Con	07/08	Accept Contract	6/26/12	G	\$8M Allocated 6/26/08 42 months for Accept App'd by CTC	G
20	0044C RIP	ACCMA \$2,000	I-880 Reconstruction, 29th to 23rd PSE	10/11	Complete Expend	6/30/13	G		G
21	0062E RIP	ACCMA \$954	I-80 Integrated Corridor Mobility Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
22	2100K RIP-TE	ACCMA \$400	I-880 Landscape/Hardscape Improvements in San Leandro PSE	09/10	Complete Expend	6/30/12	G	\$400K Allocated 6/30/10	G
23	2179 RIP RIP RIP RIP	ACCMA \$1,209 \$1,947 \$1,993 \$1,948	Planning, Programming and Monitoring ² Con Con Con Con	09/10 11/12 12/13 10/11	Complete Expend Allocate Funds Allocate Funds Complete Expend	6/30/12 6/30/12 6/30/13 6/30/13	G G G G	\$1,209 Allocated 7/9/09 \$1,948 Allocated 7/1/10	R G
24	0081D RIP	ACTA \$9,300	Rte 84 Expressway - Fremont and Union City Con	14/15	Allocate Funds	6/30/15	G		G

Page 2 of 4

STIP Timely Use of Funds Report
2010 STIP Locally-Sponsored Alameda County Projects

Status Date: October 31, 2011

Green Zone Projects (cont.)

Index	PP No.	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
25	0016U	ACTIA		I-580 Castro Valley I/C Improvements						
	RIP	\$7,315	Con	07/08	Final Invoice/Report		NA	Contract Accepted July 2011	R	
26	2009N	Alameda		Tinker Avenue Extension						
	RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M Allocated 9/25/08 Contract Awd 3/17/09	G	
27	2009P	BART		Ala. Co. BART Station Renovation						
	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G	\$3M Allocated 12/11/08 4-Mo Ext App'd June 09	G	
	RIP	\$248	PSE	07/08				\$248 Allocated 9/5/07 Expend. Complete		
28	2009Y	BART		Ashby BART Station Concourse/Elevator Imps						
	RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200 Allocated 6/26/08	G	
29	2103	BART		Oakland Airport Connector						
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G	
30	2014U	GGBHTD		SF Golden Gate Bridge Barrier						
	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G		G	
31	2009K	LAVTA		Satellite Bus Operating Facility (Phases 1 & 2)						
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G	Moved to Delivered List at Mar 2011 CTC	G	
	RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted		
32	2100	MTC		Planning, Programming and Monitoring ²						
	RIP	\$113	Con	09/10	Complete Expend	6/30/12	G	\$113 Allocated 7/9/09	G	
	RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G			
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G			
	RIP	\$113	Con	10/11	Complete Expend	6/30/13	G	\$113 Allocated 7/1/10		
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G			
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G			
33	2100C1	Oakland		MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G	
34	2100E	Oakland		7th St. / West Oakland TOD						
	ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G	

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

STIP Timely Use of Funds Report 2010 STIP Locally-Sponsored Alameda County Projects	Status Date: October 31, 2011
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2010 STIP -Timely Use of Funds Provisions

The At Risk Report monitors the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Description
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The At Risk Report utilizes the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:



Memorandum

DATE: September 21, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report

Recommendations:

This is an information item.

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached Preliminary Quarterly Status Report for CMA Exchange Projects, dated October 31, 2011. Project sponsors are requested to provide documentation related to the status of the projects in the report to Jacki Taylor, via email to: JTaylor@alamedactc.org by Friday, October 14th.

Information:

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No additional revenue has been received since the previous status report from April 2011.

ACTAC is requested to review and confirm the project specific information included in the report and project sponsors are requested to provide documentation related to the status of the projects to Jacki Taylor, via email to: JTaylor@alamedactc.org by Friday, October 14th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report brought to the Commission in November/December 2011.

Attachments:

Attachment A – CMA Exchange Projects Preliminary Quarterly Status Report

CMA Exchange Projects - Preliminary Quarterly Status Report
 Status Date: October 31, 2011

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 9/20/2011)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	Ex 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	12/31/10	E	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/10	E	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
				Totals:	\$ 78,632,180	\$ 61,944,028	\$ 16,688,152			

Notes:

- ¹ E = Agreement Executed
- A = Agreement Amendment in Process
- D = Agreement Draft Form
- N = Agreement Not Initiated



Memorandum

DATE: September 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

SUBJECT: Review Transportation Fund for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report

Recommendation:

This is an information item.

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached TFCA Timely Use of Funds Report, dated October 31, 2011. The report segregates active TFCA projects into Red, Yellow, and Green zones based on established project delivery milestones. Project sponsors are requested to submit documentation for the required activities included in the report to Jacki Taylor, via email to: JTaylor@alamedactc.org, by Friday, October 14th. The information received will be the basis for the next TFCA At Risk Report, which will be presented to the Commission in November/December 2011.

Information:

The report includes active projects programmed with TFCA County Program Manager funds. The report segregates projects into Red, Yellow, and Green zones based on established project delivery milestones. The report includes a total of 38 projects, with 24 projects in the Red Zone, indicating a required activity deadline within the next four months. Fourteen (14) of these projects are in the Red Zone for the execution of the FY 11/12 project agreement. There are also 14 projects in the Green Zone, which indicates the next required activity is not due for eight months or more. Currently, there are no projects in the Yellow Zone.

Project sponsors are requested to submit documentation for the required activities shown in the report to Jacki Taylor, via email: JTaylor@alamedactc.org, by Friday, October 14th. The information received will be the basis for the next TFCA At Risk Report, which will be presented to the Commission in November/December 2011.

Attachments:

Attachment A – TFCA Timely Use of Funds Report

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TFCA County Program Manager Fund

Agenda Item 5.7

Timely Use of Funds Report

Attachment A

Report Date: October 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditure deadline Dec '11 Expenditures not complete (2nd extension appv'd 10/28/10) FMR Due Mar '12
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403.00	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '11 Expenditures not complete (Extension approved 10/28/10) FMR Due Mar '12 2nd extension request pending
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 229,015.97	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditure deadline Dec '11 Expenditures not complete (Extension approved 10/28/10) FMR Due Mar '12
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditure deadline Dec '11 Expenditures not complete (Extension approved 10/28/10) FMR Due Mar '12
			\$ 247,316	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12 1st extension request pending
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 192,093.98	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures complete FMR Due Oct '11
			\$ 170,000	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13	07/29/11	
			\$ 170,000.00	FMR	Oct-11		
			Expend Deadline Met?	01/13/12	Yes		
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 46,887	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12 1st extension request pending
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,746.92	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			

TFCA County Program Manager Fund

Agenda Item 5.7

Timely Use of Funds Report

Attachment A

Report Date: October 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months), continued							
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 40,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
				Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 194,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 52,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 256,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
				Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
				Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 125,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
				Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 52,816	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			

TFCA County Program Manager Fund

Agenda Item 5.7

Timely Use of Funds Report

Attachment A

Report Date: October 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months), continued							
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 59,500	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 245,000	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 42,947	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
11ALA15	LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Expenditure deadline TBD FMR due date TBD
			\$ 141,542	Project Start	TBD		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493.00	FMR	Feb-13		
			Expend Deadline Met?	12/22/10	Yes		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041.00	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,201.93	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			

TFCA County Program Manager Fund

Agenda Item 5.7

Timely Use of Funds Report

Attachment A

Report Date: October 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583.00	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received
			\$ 96,860	Project Start	Mar-11	Nov-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 53,688.18	FMR	Jan-13	Sep-11	
			Expend Deadline Met?	10/28/12			
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received
			\$ 60,380	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 37,406.46	FMR	Jan-13	Sep-11	
			Expend Deadline Met?	10/28/12			
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,182.89	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,859.93	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 66,605	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
Completed Projects (will be removed from the next monitoring report)							
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '12 Expenditures complete Relinquishment letter received 7/14/11 for the remaining balance of \$8,195.73 FMR received
			\$ 223,804.27	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13	07/29/11	
			\$ 223,804.27	FMR	Mar-12	Jul-11	
			Expend Deadline Met?	01/13/12	Yes		

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

Exp. Deadline Met? = Expenditures completed by deadline (Yes/No)